NOVEMBER 27, 1937

Founded in 1856

TRANSPORTATION LIBRARY

fundamentally

DIESEL LOCOMOT

Provide

FASTER OPERATION CHEAPER **OPERATION** GREATER NET REVENUE

2351







THIS IMPORTANT ANNOUNCEMENT

IS MADE TO

THE RAILWAY OFFICIALS OF THE UNITED STATES, CANADA AND MEXICO

BY

THE ASSOCIATION OF MANUFACTURERS OF CHILLED CAR WHEELS

The Members comprising the CHILLED CAR WHEEL INDUSTRY in Annual Meeting held in Chicago a year ago (October 14, 1936), unanimously voted a decided increase in the responsibility of the Association and an extension of its activities.

During the past year these policies have rapidly been introduced and are now becoming effective.

In order that you may be fully acquainted with these definite objectives and progress in their accomplishment, all of which should reflect to the credit of the users of the CHILLED CAR WHEEL, a series of bulletins will be issued with factual data pertaining to these and other important factors which enter into your wheel problems.

These bulletins will appear in each monthly issue of

THE RAILWAY MECHANICAL ENGINEER

and also in the last issue of each month of

THE RAILWAY AGE

and in each monthly issue of

CANADIAN TRANSPORTATION

The Association believes that these messages will be of great interest and most important to the Railroads of America.

79 + 5 fardis

President.

Published every Saturday by the Simmons-Boardman Publishing Corporation, 1309 Noble Street, Philadelphia, Pa., with editorial and executive offices: 30 Church Street, New York, N. Y., and 105 West Adams Street, Chicago, Ill.

Samuel O. Dunn, Chairman of Board
Henry Lee, President
Lucius B. Sherman, Vice-Pres.
Cecil R. Mills, Vice-Pres.
Roy V. Wright, Vice-Pres. and Sec.
Frederick H. Thompson, Vice-Pres.
Elmer T. Howson, Vice-Pres.

JOHN T. DEMOTT, Treas.

CLEVELAND

Terminal Tower

F. C. Koch, Vice-Pres.

WASHINGTON
1081 National Press Building

SEATTLE 1038 Henry Building

SAN FRANCISCO 485 California Street

LOS ANGELES Union Bank Building

Editorial Staff

SAMUEL O. DUNN, Editor ROY V. WRIGHT, Managing Editor ELMER T. HOWSON, Western Editor JAMES G. LYNE, Assistant to Editor

> C. B. PECK W. S. LACHER ALFRED G. OFHLER F. W. KRAEGER E. L. WOODWARD J. H. Dunn D. A. STEEL R. A. DOSTER H. C. WILCOX NEAL D. HOWARD CHARLES LAYNG GEORGE E. BOYD WALTER J. TAFT М. Н. Dіск W. J. HARGEST E. J. PHILLIPS TOHN H. KING W. H. SCHMIRT

The Railway Age is a member of the Associated Business Papers (A. B. P.) and of the Audit Bureau of Circulations (A. B. C.).

Subscriptions, including 52 regular weekly issues, and special daily editions published from time to time in New York, or in places other than New York, payable in advance and postage free. United States, U. S. possessions and Canada: 1 year, \$6.00; 2 years, \$10.00; foreign countries, not including daily editions: 1 year, \$8.00; 2 years, \$14.00.

Single copies, 25 cents each.

H. E. McCandless, Circulation Manager, 30 Church St., New York, N. Y.

Railway Age

With which are incorporated the Railway Review, the Railroad Gazette and the Railway Age-Gazette. Name registered U. S. Patent Office.

Vol. 103

November 27, 1937

No. 22

In This Issue

New	Car	Dumper	in	Serv	rice								
		at	Hu	ron,	Ohio						0a	Page	751

An article telling of the completion of the Wheeling & Lake Erie's improved plant for the transfer of coal from cars to lake boats.

A description of the Chicago-Memphis merchandise run of the Illinois Central, which covers 527 miles in less than 13 hours.

A Motor Transport Section article describing how this road's bus routes paralleling its rail lines afford ample opportunity for rail-highway co-ordination.

EDITORIALS

Railway Employees, Railway Investors and the Public	747
Has Electric Industry a Real Cause for Complaint?	749

GENERAL ARTICLES

New Car Dumper in Service at Huron, Onio	/31
World's Fastest Freight Train	755
Trade Thrives When Rails Prosper, by W. M. Jeffers	758
Rate Increase and Pettengill Bill Discussed by Shippers	760
Pancer & Arcestock Installs Lightweight Coaches	762

MOTOR TRANSPORT SECTION

The Santa Fe's Far-Flung Bus System	76	65
New U. P. Buses	70	66
What the Motor Carrier Bureau Is Accomplishing, by J. G. Scott	76	57
Safety in Truck Operations	70	69
Railroaders Aid in Building Highways	7	70
Road-Rail in Burma	7	72

NEWS...... 77

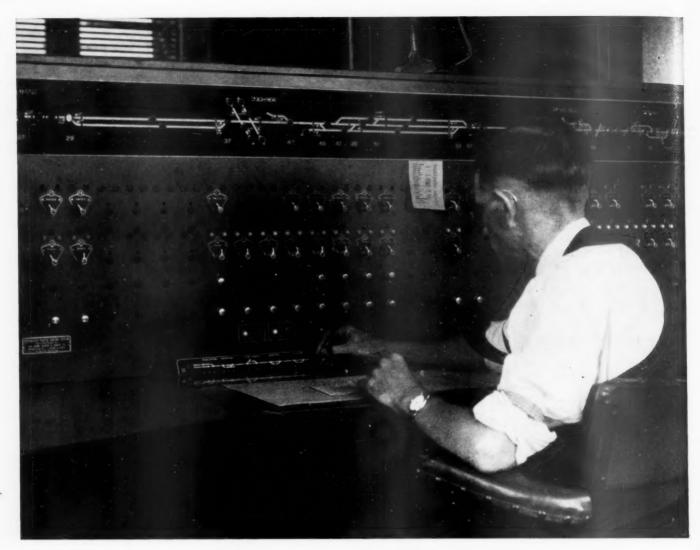
The Railway Age is indexed by the Industrial Arts Index and also by the Engineering Index Service

in thou year

fers

Sen per ama We effo

of



When C. T. C. Panels

are "Trouble Shooters"

In addition to the well-known primary advantages of "Union" C. T. C., there are many secondary benefits which also account for its popular acceptance.



1334

1881

Union Switch & Signal Co.

1937

SWISSVALE, PA.

NEW YORK

MONTREAL

CHICAGO

ST. LOUIS

SAN FRANCISCO

The Week at a Glance

CARLOADINGS: Freight carloadings in the November 13 week totaled 689 thousand, down 5.8 per cent from last year.

ASKS SHIPPERS' AID: W. M. Jeffers, president of the Union Pacific, last week told the N. I. T. League that prosperous railroads were as essential to national well-being as agricultural solvency. He discovered no cure-all in "co-ordination" schemes, and urged support of the carriers' rate increase petition. Mr. Jeffers' address is published elsewhere herein.

NO PANAMA TOLLS? California's Senator McAdoo has introduced a bill to permit intercoastal shipping to use the Panama Canal toll-free. And Congressman Welch of San Francisco has suggested an effort by the Pacific Coast delegations in Congress to extend a subsidy to intercoastal shipping. There seems to be no limit to the politicians' generosity in spending the taxpayers' money to prevent traffic from moving by rail.

L. W. WALLACE QUITS: The director of the division of engineering research of the A.A.R. has resigned to become director of engineering and research of the Crane Company.

R. B. A. RECORD: The dinner of the Railway Business Association in Chicago last week was the best-attended function of its kind the R. B. A. has ever held—with a total of 2,057 in attendance. Initial steps were taken toward the establishment of a transport conference to enlist all interests in a further survey of railroad problems—a suggestion made at the dinner by the principal speaker—D. B. Robertson, president of the Brotherhood of Locomotive Firemen & Enginemen.

W. P. IMPROVEMENTS: The Western Pacific has announced a 1938 improvement program to cost over 5 millions, including relaying 135 mi. of track with 100-lb. and 112-lb. rail, 90 miles of ballasting and the purchase of 400 new freight cars.

R. E. A. STATUS: Hearings on the status of the Railway Express Agency under the Interstate Commerce Act were held by the I.C.C. this week—the Agency contending that it should be entirely under Part I, the Trucking Associations asking that all R. E. A. motor service be placed under Part II, and the I.C.C. examiner's proposed report urging regulation under both sections of the Act.

20,100 TONS OF RAIL: This is the tonnage of new steel involved in an order placed this week by the Louisville & Nashville.

FRIENDLY LABOR RELATIONS: The "conference method" of settling disputes between organized railway labor and managements, urged in his R. B. A. speech by D. B. Robertson of the B. of

L. F. & E., is endorsed in the leading editorial herein. It is pointed out, however, that the train limit bill is hardly consistent with the "conference method." Also, by a statistical presentation, it is shown that the beneficiaries of the "conference method" so far have been the organized employees—and that railway investors who put up the capital and patrons who foot the bills have been left holding the bag.

NIT LEAGUE: The National Industrial Traffic League at its annual meeting last week refused to endorse the railroads' specific plan for a 15 per cent rate increase, but it recognized the carriers' needs for more revenues and asked the I.C.C. to expedite the handling of the case. The League is also greatly concerned with the working out of the Motor Carrier Act, being suspicious apparently that the railroads and motor carriers are "co-operating" with each other a little too heartily on rate matters.

N. & W. EXTRA DIVIDEND: A \$6 extra dividend has been declared by the directors of this company, making total disbursements this year of \$16—one dollar more than in 1936.

B. A. R. COACHES: Modern light-weight coaches and coach-buffet cars of the Bangor & Aroostook, embodying many interesting and unusual mechanical features, are described in an illustrated article herein.

HURON CAR DUMPER: Improved lake cargo coal facilities of modern design have been installed by the Wheeling & Lake Erie at Huron, Ohio, and are described in an illustrated article herein.

COAL FIGHTS RATE HIKE: One industry anyhow—bituminous coal—is agin' the proposed increase in rates. The National Coal Association has asked the I.C.C. to dismiss the railroads' petitions for an increase insofar as it applies to that commodity. (Congress has given the coal industry protective legislation to enable it to pass along its increased costs to consumers).

1565 CROSSINGS GO: The government works program at the end of October had separated grades at 1565 highway grade crossings, had rebuilt 291 separations and had provided protection at 360 crossings which were left at grade.

SANTA FE BUSES: The extensive bus operations of the Atchison, Topeka & Santa Fe, together with further services which the company proposes to provide if the authorities authorize them, are the subject of an article in the Motor Transport section herein.

TRAIN LIMIT HEARINGS: January 11 has been tentatively set by the House Committee on Interstate Commerce for the beginning of hearings on the Train Limit Bill, which passed the Senate at the last session of Congress.

HAVE UTILITIES A CASE? Is the government unfair to the electric industry by its operation of federal power projects on a "yardstick" basis? An editorial herein points out that the electricity the government provides is sold for a price, inadequate though it may be. By contrast, the navigation these projects provide is offered absolutely free in competition with the railroads. Defenders of private enterprise will find a much more flagrant case of government competition with its citizens in the case of the railroads than they will in that of electric power.

KIDS NAME ENGINES: The Boston & Maine has selected names for 20 new locomotives from suggestions offered by 10,000 school children in its territory and the first of the fleet will be christened with appropriate ceremonies at North Station, Boston, on December 11.

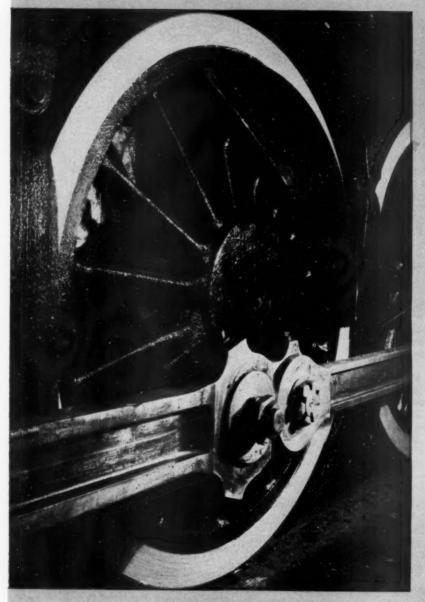
READING PREVIEW: The Reading will hold inaugural ceremonies for its new stainless steel steam streamliner at Reading Terminal, Philadephia, on Monday, the 29th, following which there will be an exhibition run for invited guests to Hershey, Pa., where the party will have luncheon at the chocolate manufacturer's famed hostelry. The train will be placed in regular service between Philadelphia and Jersey City (two round-trips daily) on December 13. A detailed, illustrated description of this train and its locomotives will appear in the December 11 Railway Age.

WESTCHESTER TAXES: Communities in Westchester County, New York, served by the New York, Westchester & Boston electric line, have agreed to a reduction of 50 per cent in their tax assessments against its property. Operation is scheduled to cease at the end of the year and the tax concession is intended as an inducement to bondholders to keep the line in operation.

THANKS, MISS THOMPSON: Miss Dorothy Thompson, penetrating commentator on politics and economics, in her syndicated newspaper column on Wednesday this week placed "salvaging the railroads" as second on a list of seven "must" steps which the government should take to avoid a serious depression. Other measures which she regards as necessary include a treaty of peace between the government and the utilities and the refusal of Congress to enact legislation which will increase production costs (which caveat must certainly include the train limit bill).

WORLD'S FASTEST FREIGHT: On every business day for a year now the Illinois Central has operated MS-1 from Chicago to Memphis, 527 miles, in less than 13 hours, giving first morning delivery at the latter terminal. An illustrated article herein outlines a typical run of this train, and tells how "paper work" is handled to eliminate delays.

COST BEGINS AT.



You never cease paying for excess weight in reciprocating and revolving parts. It piles up locomotive maintenance costs: it pounds the track and bridges and adds to their expense. » » » It cannot be "counterbalanced" out at all speeds, and with modern train operation it becomes even more costly. » » The use of Agathon* Alloy Steel for revolving and reciprocating parts permits these lighter sections to be more easily counterbalanced. It is highly resistant to wear and offers greater strength and dependability in service. You can use it with every certainty of lower costs. » » Republic makes both carbon and alloy steels for locomotive needs. Our metallurgists will be glad to discuss with you any problem in steel. Address Dept. RA.





RAILWAY AGE

Railway Employees, Railway Investors and the Public

The address delivered by David B. Robertson, president of the Brotherhood of Locomotive Firemen and Enginemen, at the annual dinner of the Railway Business Association last week was notable for its statement of sound principles and for the clarity and ability with which these principles were enunciated and advocated. Mr. Robertson advocated the conference method of settling disputes between employers and employees. He advocated the representation of employees in negotiations by leaders of strong labor unions in order to establish a parity of bargaining power between employers and employees. He fully conceded that the machinery used in transportation is the best friend of those employed in it; that this machinery represents a large investment of capital; and that the invested capital as well as the employees must be well paid if transportation is to be so developed and operated as to provide adequate employment at good wages and to render good service. We interpret his remarks regarding government ownership of railroads as indicating he is opposed to it and thinks organized labor generally should be in the belief that it would not be in the interest of either railway employees or the pub-

Relations of Railways and Employees

The wage settlements recently made as a result of collective bargaining between the railways and the labor unions and of government mediation have apparently created a feeling of friendliness toward railroad managements on the part of labor leaders and employees which railway managers hope can be utilized in future in establishing co-operation between managements and employees that will be beneficial. The Railway Age has no authority or mandate whatever to speak for anybody excepting itself regarding these matters; but it has, for obvious reasons, a vital interest in the future of the railroads and the railway manufacturing industry; and has its own views regarding what should be the relations between these three groups and between them and the public.

Views expressed by it in the past regarding them have been criticised not only by labor leaders but also by some railway executives, and they probably will be

in future. We would much rather promote than hinder better understanding and co-operation between the railways and their employees; but we consider it quite plain, first, that they are not the only parties affected by the relations between them; second, that the enunciation of sound principles concerning what these relations should be is much less important than the extent to which those principles are applied in actual practice; and, third, that sound principles regarding what their relations should be will have to be applied quite differently in future from the way they have been during the last two decades if the rights and interests of railway investors and the public are to be adequately considered and safeguarded.

Wages and Productive Efficiency

One of the features of Mr. Robertson's address was that it contained very little reference to the rights and interests of the producers, shippers and travelers who pay the rates from which the railways derive their revenues. This paper has been, and will continue to be, as aggressive as any individual, publication or association in contending that under existing conditions the railroads are entitled to the advances in rates for which they are asking and that in the public interest these advances should be authorized. But the public has an indisputable right to insist that the railway rates it is required to pay shall be no higher than is necessary to enable the railways to pay their share of taxes, reasonable operating expenses and a fair return upon their investment.

The cost of labor in 1936 was about 59 per cent of the operating expenses of the railways and 43 per cent of their gross earnings. The wages they pay in proportion to the quantity and quality of the work done for them are the principal factor in determining the rates they must get the public to pay them if general railroad bankruptcy and government ownership are to be avoided. Therefore, any effective policy, whatever its source, and whether expressed in working rules or otherwise, which impairs the quantity or quality of the work done by any railway employee in an 8-hour day curtails the employee's productive efficiency, and thereby curtails the hourly, daily and annual wage he

is worth, because average output of transportation per employee per hour, day and year determines how much the employee contributes toward the production of what the railroads must sell to the shipping and traveling public.

How Benefits of Productive Efficiency Have Been Divided

The amount of transportation produced by the rail-ways on the average per employee-hour, employee-day, or employee-year often is referred to as the measure of the "productive efficiency" of employees. But, as Mr. Robertson conceded, railway transportation is produced both by the capital invested in the railroads and by their employees, including their officers. As shown in the accompanying table, the average number of traffic units of transportation produced per employee was 303,368 in 1916; 333,110 in 1926 and 413,735 in

How Benefits of Increased Railway Productive Efficiency Have Been Divided

	1916	1926	Per cent of 1916	1936	Per cent of 1916
Ton miles per employee Passenger miles per em-	240,644	273,293	114	350,615	146
ployee	20,998	19,939	95	21,040	100.2
ployee*	303,638	333,110	110	413,735	136
employee	\$892	\$1,656	186	\$1,735	195
per employee	3,151	2,626	83	2,511	80
Average wage per hour (cents)	28.3	63.1	223	69.1	244
Average Rev. per ton- mile (cents)	.707	1.081	153	.974	138
Average Rev. per pas- senger mile (cents)	2.042	2.940	144	1.840	90
Investment per employee Net Operating Income	\$10,250	\$13,041	127	\$23,433	229
per \$1 of Investment (cents)	5.90	4.99	85	2.59	44

* Statistics regarding "traffic units per employee" arrived at by considering one passenger-mile equivalent to three ton-miles.

1936, an increase in 1936 over 1916 of 36 per cent. But obviously these increases were not mainly due to increased efforts and efficiency of the employees, because they worked in 1916 an average of 3,151 hours; in 1926 an average of only 2,626 hours, and in 1936 an average of only 2,511 hours, or 20 per cent less in 1936 than in 1916. The increases in productive efficiency were mainly due to increase of investment in the railroad plant, which was \$10,250 per employee in 1916; \$13,041 in 1926, and \$23,433 in 1936, or 329 per cent greater than in 1916.

The advantages of increases in the productive efficiency of the railroads and of every other industry should be divided between the capital invested in them, their employees and the public. But there has been during the last two decades no such division of the advantages of the increases in the productive efficiency of the railroads. Their employees have secured all, and more than all, of the benefits. While between 1916 and 1936 the output of traffic units per employee increased 36 per cent, the average annual wage per employee increased from \$892 to \$1,735, or 95 per cent, and the average hourly wage increased 144 per

cent. Meantime, average revenue per ton per mile paid by the public to the railways increased from 7.07 to 9.74 mills, or 38 per cent, and average revenue per passenger-mile declined 20 per cent. And meantime the average return earned on each dollar of investment declined from 5.90 cents to 2.59 cents, or 56 per cent. And recently railway employees have secured further advances in wages which will make their average annual wage about 108 per cent, and their average hourly wage about 161 per cent higher than in 1916.

Employee Co-Operation With Management

Inasmuch as within the last two decades the employees, principally owing to the success with which their labor union leaders have used the conference method that Mr. Robertson so warmly praises and advocates, have succeeded in appropriating much more than all the benefits of increased productive efficiency in the railroad industry, with the result of making railway investors pay for their success in greatly reduced returns upon investment and the public pay for it in increased freight rates, it would appear that the employees and the labor union leaders should be willing and anxious to co-operate in future with railway managements both to increase the returns of investors and to avoid unnecessary and unfair increases in operating costs and rates.

Will the employees and the leaders of their labor unions so co-operate? This will soon be tested in a much more practical and conclusive way than by the declaration of sound principles. There is pending in the House of Representatives a bill already passed by the Senate to reduce and limit the length of freight trains which, if put into effect, would reduce the productive efficiency of both the capital investment and the employees of the railways and greatly increase the operating expenses that would have to be defrayed from the rates paid by the public. If the labor leaders really believe in the conference method of settling disputes, as praised and advocated by Mr. Robertson, they will ask Congress not to pass this bill, and offer to try to settle the question of the length of trains with railway managements by the conference method.

There are in effect on the railways, especially in train service, many working rules resulting from past pressure by labor unions which cause unwarranted operating expense, not only by forcing the railways to pay an 8-hour basic day's wage for much fewer than eight hours' work, but also to pay for work that is not done at all. When basic daily wages are the highest in history; when, in addition, the railways are paying taxes on their payrolls to provide retirement pensions for their employees; when the return being earned currently by the railways on their investment is probably the smallest in history, excepting in 1932, and when they are seeking advances in rates necessary to restore their earning, employing and buying power and their ability to maintain service—when these are the indis-

putable facts there can be no defense whatever for the continuance of rules and practices that enable a large part of employees to get high daily wages for a few hours of work or pay for work that is not done.

Management—Employee Relations, Investors and the Public

The relations between the railways and their employees do not concern only managements and employees. They vitally concern owners of railroad securities. They concern all the industries from which the railways directly and indirectly buy. They concern the public that pays railway rates. Industries that have largely advanced the wages of their own employees and correspondingly, or more than correspondingly, increased their prices are in no position logically or fairly to criticise recent advances in railway wages in connection with the proceeding of the railways for advances in rates. The recent advances in railway wages have contributed much less to the necessity for an advance in railway rates than have preceding reductions in railway rates and increases in wages and prices by other industries.

But a fact of vital importance often disregarded is that advances in wages in industry and transportation do not necessarily increase the national income because most recipients of income are not wage earners in industry and transportation. Consequently advances of wages, prices and rates in industry and transportation may actually reduce the purchasing power of a majority of the people. When that occurs the economic system is thrown out of balance and there results a business recession or depression. The advances in wages and prices made in other industries before the railways advanced their wages apparently are the principal cause of the recent recession which within six months has reduced the country's total volume of business relatively more than it declined in the six months following the stock market panic in October, 1929.

No industry and its employees live in a water-tight compartment in which what they do does not affect the welfare of the rest of the people or in which they are not affected by the welfare of the rest of the people. The real test in the long run of the conference method of settling disputes between the railroad industry or any other industry and its employees is not how it seems to affect their interests, but how it actually does affect the interests of the public.

Has Electric Industry a RealCauseforComplaint?

In a previous generation, we had a national war, of sorts, on the railroads. In their case as in the case of the utilities, there were conspicuous examples of malpractice by individual managements, which incensed—and properly—the public mind. But the difference be-

tween the two cases is that no administration in the past ever proposed direct competition by the government with the railroads (with the one exception of the Inland Waterways Corporation example) nor did government officials in the past engage in widespread propaganda for such competition, whereas both features have marked and still mark the present war on the electric utilities.

From an Editorial in the Wall Street Journal

We beg leave to differ with our distinguished contemporary—there is direct government competition with the railroads aside from that of the Federal Barge Line, and on a scale which makes public rivalry with the utilities appear, by comparison, positively benevolent. T.V.A. itself is, in principle, far more flagrantly competitive with the railroads than it is with the utilities. After all, the purpose of T.V.A. and other similar government enterprises, as power projects, is not to give electricity away, but rather to sell it for a substantial price, whether fully adequate or not. By contrast, the navigation facilities which are a part of these public works are offered entirely free of any charge.

Transportation does not involve alone the operation of vessels or vehicles; it comprehends also the rails or highways or canals necessary for the movement of the conveyances. And the railroads are faced with direct government competition by government provision of free or partially-free ways for their rivals, which both in principle and in extent completely dwarfs the comparatively insignificant and relatively decent federal competition with the utilities.

Why is it that business opinion, having swallowed the camel of government competition with the railroads, now strains at the gnat of such competition with the utilities? We suspect the reason is because many business interests have a selfish interest in government competition with the railroads, whereas they have little or none in such competition with the utilities. To defend sound economic and decent business morals in the treatment of the railroads would detract from the immediate selfish advantage of some big industries (notably automobile manufacture, oil, road building and beneficiaries of inland shipping). Hence the voices of those who demand some measure of fairness in the treatment of the railroads are drowned out by the clamor of the interests who find socialism in transportation quite to their liking.

By contrast, there is little or no selfish business interest with an axe to grind in government power development. Hence the principle of fair competition is dusted off and loudly worshiped. It is pleasant to be righteous, when righteousness involves no self-sacrifice—like the old lady denouncing liquor on moral grounds when she hates the taste of the stuff anyhow.

What (to mix the figures of speech a bit) do we want of a prosecuting attorney—that he put down murder and racketeering, or that he first deal sternly with the practitioners of penny ante and African golf?

If business leadership really wishes to arouse public opinion in defense of the *principle* of free and self-supporting private enterprise, can it afford to pick and choose the places where the principle is to be applied? Can it demand correction (and get away with it) where the violation is slight and overlook situations where the offense is much more flagrant and serious?

One of the issues between the utilities and the government, as we understand it, is the use of government power as a "yardstick". How much, for instance, should the government enterprise charge for interest on its invested capital and how much as the equivalent of taxes upon its investment in fixing rates to cover these charges? The argument is solely one of degree, there being no serious contention that the government can produce a fair "yardstick" without some charge covering these costs. But how about the "yardstick" in waterway transportation? People throughout the country are constantly bedeviled with propaganda about the "cheapness" of waterway transportation; and this so-called "cheap" transportation in no instance includes any charge whatsoever for interest on the investment or taxes. More than that, even the cost of waterway maintenance is not included in its purported "costs".

The case of government competition in transportation with its highway system is worse in extent, though less flagrant in degree. Here the road users do pay something toward costs of capital and maintenance. But they do not pay enough to cover all such costs, and they do not pay a red cent to cover the equivalent of taxes upon the enormous investment in highway plant. So why should defenders of sound economic principles work themselves into a lather over the pre-

cise *rate* of interest and taxes to be charged by government utility projects, while government transportation undertakings go uncriticized while they make no equivalent charges whatsoever?

We are not unsympathetic with the utilities. They have a strong case and they deserve to win, on a question of principle. But it does not seem to us that they and their spokesmen are concerned so much with principle as they are with their immediate selfish advantage—because, if principle were their main activating force, then they would be defending it in the case of the railroads, where the degree and extent of violation is so much more serious.

For it is only by defending the principles which make private industry possible that private industry can endure. If no industry will defend these principles save where such defense is in its own immediate interest, then good collectivist strategy will consist in breaking down these principles only on one private industry at a time-knowing full well that by such strategy the industries can be picked off one by one without serious opposition. Indeed, it is a pretty safe guess that such is exactly the strategy which is being followed. The railways are so far the principal victims, and the tactics are now being widened to include the utilities. The turn of the automotive manufacturers, the oil industry, the road builders, the commercial organizations who foster inland waterway developmentall those interests which have so enthusiastically assisted the collectivists in their designs upon the railroads-will come later. But their turn will come: and the precedents they are helping to set in the attack on the railroads of the country will accelerate their own undoing.

Employees' Interest in a Freight Rate Increase

To All Railroad Employees:

Employment and unemployment are things we have heard a lot about. Some of us know about them from personal experience.

During the last few months the railroads throughout the country have made many retrenchments in order to make both ends meet. That even more jobs are in jeopardy is a pretty well known fact.

One reason for this is that the railroads, unlike the manufacturers of automobiles and other products, can't adjust the price of what they sell to the cost of making it. That is, not without permission of the Interstate Commerce Commission or the various state commissions.

The result is that one-third of the railroad mileage of the country was bankrupt and another third was barely making both ends meet *before* the recent increases in taxes, wages, fuel and other supplies and materials.

If the railroads are permitted to increase their revenues, it should mean an end to the present retrenchment program. Expansion and more jobs should follow.

This is our immediate interest in the railroads' present application for increased rates.

There is no reason why the railroad industry on which we are dependent for employment should be singled out and kept on a starvation diet. We owe it to ourselves to see to it that our industry receives fair treatment.

If you run into anyone who is opposing the railroads' application for increased revenues, let them know your interest in the matter!

A Circular Distributed Among Railroad Employees by Minnesota Railroad Employees Ship-by-Rail Assn.

New Car Dumper in Service at Huron, Ohio

Wheeling & Lake Erie completes improved plant for transfer of coal from cars to lake boats

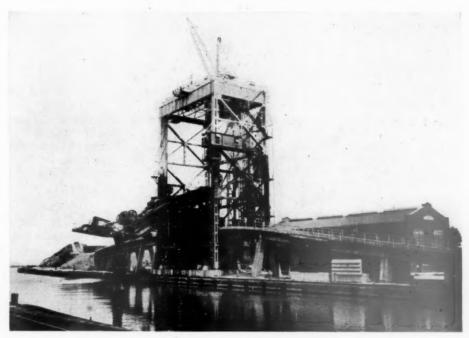
ITH the completion of a new coal dumper pier at Huron, Ohio, on July 14, the Wheeling and Lake Erie becomes definitely identified with the group of lake coal carriers that have recently improved or expanded their plants for the transfer of coal from cars to boats at Lake Erie ports for movement into the Northwest. The new facility at Huron is designed to handle cars of 120 tons capacity and will dump cars of 70 tons capacity at the rate of 50 per hour. Moreover, it embodies a number of innovations in facilities of this character.

Among noteworthy features are several innovations in the design of the cradle, pan and chute, including the introduction of an auxiliary apron and the use of Manten steel in parts subject to abrasion; unusually complete appointments in the engineroom and substation to facilitate efficient attendance and ease of maintenance; and a dock bulkhead of cellular sheet pile construction, embodying a unique waling and walk support. Duplicate controls, whereby several of the operating functions may be controlled manually from one or the other of two operator's cabs, are supplemented by automatic controls, limit switches and other protective devices to safeguard the equipment in all phases of its oper-

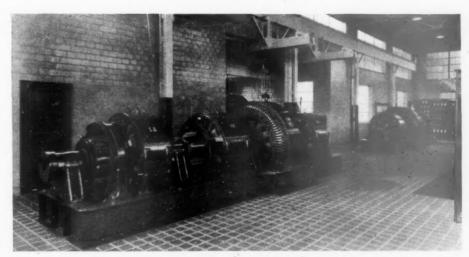
The new dock is located on property at the mouth of the Huron river that has been used by the Wheeling and Lake Erie as a lake port for many years. In addition to a dredged river channel and winding basin, the boat accommodations include two slips, one of which serves an ore unloading

plant, while the other has long served a coal dock. The new dock, built on the east side of this slip on the site of a primitive dock abandoned years ago, replaces a coal dumper until recently in service on the opposite side of the slip.

The general layout of the plant is typical of car dumper facilities built in recent years, and embraces a loaded car yard of 8 tracks, with a capacity of about 100 cars,

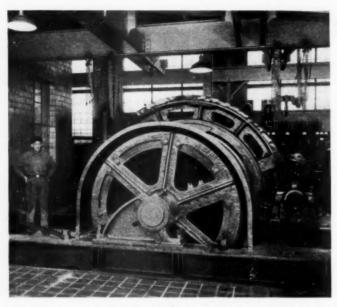


The New Car Dumper at Huron, Ohio



The Two Four-Unit Motor-Generator Set in the Power House

constructed on a grade that permits of gravity movement of the cars toward the dumping plant; a car retarder at the lower end of a barney pit, whence the cars are moved by the barney up a 13 per cent approach incline to the cradle in the car dumper tower; a descending grade for the empty car to a kick-back, whence the cars move by gravity through a spring switch to a 6-track empty yard of about 100 cars capacity. The trackage



The Barney or Car Haulage Hoist Is Located in the Power House

above described is supplemented by an adjacent storage yard of large capacity. However, in ordinary operation the loaded and empty cars are moved by switch crews to and from a classification yard that is separated from the ore and coal-handling facilities by U. S. Highway No. 6 and the main line of the New York Central, both of which cross over the W. & L. E. on grade-separation bridges.

The facilities also include an electric substation, outside transformers, an office and locker wash room building, and an automatic water spray actuated by a light beam and photo-electric cell unit as the cars move up the approach incline. The barney incline track, together with empty car incline track are supported on a reinforced concrete rigid-frame trestle.

Substantial Structure

The car dumper structure, which supports the cradle, by means of which the cars are raised and tipped over for the purpose of dumping the coal into the pan and chute for delivery into the boats, is a four-leg tower 72 ft. long by 42 ft. wide and about 125 ft. high. The structural steel frame is built largely of wide flange beams, thereby eliminating latticed members, and is sup-

ported on a rigid frame concrete substructure with piers that were carried to rock some 30 ft. or more below dock level.

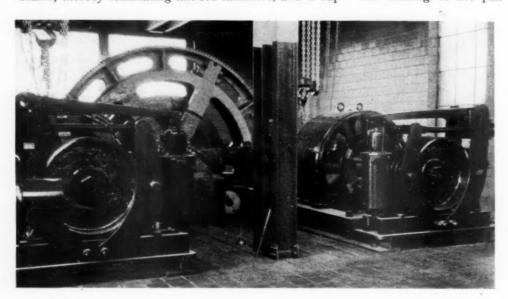
The track on the cradle, when in its lowered position, is 28½ ft. above dock level, or 36 ft. above low water datum of Lake Erie, and the vertical travel of the cradle above this elevation varies from 8 to 29 ft., thus affording a range of 21 ft. in the position for dumping. The lateral movement of the platen (which supports the track on the cradle) is actuated by two of the car clamp ropes, but is locked by hydraulic means as the side of the car is brought in contact with the back or vertical side of the cradle. This hydraulic control also affords a means of cushioning the seating of the cradle as it is being lowered to its position of rest.

Another distinctive feature is the placing of a steel plate over the blocking against which the car rests when it is brought in contact with the side of the cradle. This plate extends above the top of the car and functions, when the cradle is in the dumping position, as an apron over which the coal moves as it leaves the car. In this position, this plate laps over an auxiliary apron that is attached to the top of the pan in such manner as to afford a continuous sliding surface for the coal from the car to the pan, except for the negligible break or offset introduced by the width of the top flange angle of the car side, a matter of about four inches.

Accommodates Wide Boats

The pan and the chute are of such dimensions that coal can be carried to the outboard side of a vessel of 70 ft. beam, the chute having an extended length of 44 ft. and a telescoped length of 17 ft. The ease with which the chute is maneuvered is due in no small part to the convenient arrangement of the chute hoists, the engine for the outboard hoist being located on top of the pan and that for the inboard hoist on the underside of the pan. The hoists are each driven by a 50-hp., 230-volt direct-current motor through enclosed gear reductions operating in oil. Still another advantageous feature in this connection is provision for the shifting of the lead sheaves of the outboard hoist laterally by as much as 17 ft. on the outrigger on which it is mounted. This sheave adjustment is actuated by a 10-hp. motor.

By reason of the arrangement of the apron on the pan, above mentioned, a trimmer gate at the foot of the chute, easy curves in the sides of the pan at the throat where the coal discharges into the chute, adequate power for the hoisting of the pan while the chute and pan are



The Cradle Hoist Is Operated by Two 500-Hp., 400-Volt, Direct-Current Motors

loaded, together with effective control of the rate of angular motion of the cradle while dumping, it is said that the operation can be conducted in such manner as to insure a steady flow that will reduce degradation to a minimum.

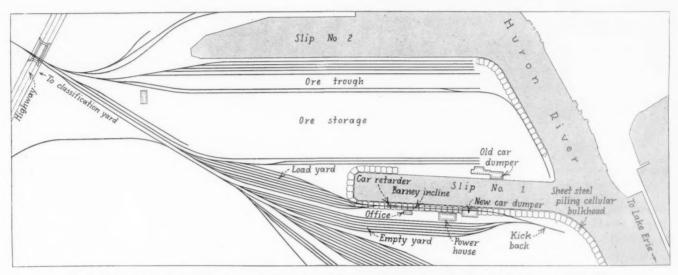
New Features in the Pan

The design of the pan is distinctive by reason of the manner of supporting it from the so-called apron girder, which also carries the trunnions about which the cradle is turned while dumping. The upper end of the pan is stiffened by a longitudinal girder of adequate strength and stiffness so that the weight of the pan and its load may be transferred to the apron girder, by means of a

at their bases. The rope drive for the barney car is located in a wing of the substation and is powered by two motors like those on the cradle hoist. The drums on the cradle, and barney hoists are all equipped with herringbone-gear, single reductions that are alike in all details. The pan hoist is equipped with a secondary reducing gear.

Three-Cab Control

Operation of the coal dumper plant is controlled from three cabs—No. 1 in the tower about 9 ft. above track level on the side next to the barney incline; No. 2 about 42 ft. higher, on the same end of the tower, but facing the slip; and No. 3 on the pan outrigger. Cab No. 1



The New Car Dumper at Huron, Ohio, in Relation to Other Facilities of the Wheeling & Lake Erie at That Place

trunnion at each end, operating in bronze bushings.

Novel features have been introduced also in the operating mechanism of the apron or screw girder, as it is called because it is raised and lowered to vary the dumping elevation of the cradle by means of vertical screw shafts at each end. In this installation the screw shafts have triple threads operating on nuts four feet long, the nuts being encased in cast steel housings that provide the means for lubricating the screws. Spring action wipers clean the screw threads before they enter the nut.

The Rope Drives

The raising and lowering of the cradle and the pan are actuated by rope drives from motor-driven hoists in the engine room located at ground level inside the tower legs, counterweights moving in guides attached to the frame between the two rear tower legs. All sheaves have a pitch diameter 60 times the rope diameter and the reaving is such as to avoid reverse bends in any of the ropes. The cradle and cradle-counterweight sheaves are all mounted on Timken roller-bearings and all sheaves that carry duplicate ropes are constructed so that the hub of one sheave turns on the hub of the other, thereby insuring equalization of the stress in the companion ropes.

The cradle hoist drum is driven by two 500-hp., 400-volt, direct-current motors, the pan hoist drum by one 265-hp., 230-volt, direct current motor, and a motor of the same size is used to raise and lower the screw girder, being connected through a gear reduction to horizontal shafts that actuate the screw shafts through bevel gears

contains the barney control station, with provisions for a future car retarder control in the event that a retarder is installed on the cradle. Cab No. 2 has a station for the control of the cradle, the pan and the apron girder hoist and a separate barney control station. Cab No. 3 has controls for the cradle, pan, chute, chute sheave extension, and trimmer gate.

Thus it is seen that three functions, the barney haul, the cradle hoist and the pan hoist are each controlled from two stations. However, in the event that the operator at one station should attempt to control either of these functions while it is being operated by the operator at the other station, the current will be cut off by an emergency switch. Manual control of the cradle hoist is also interlocked with push button controls at the two barney control stations, so that the cradle hoist operator cannot move the cradle until the barney control pushes the "start" button, after the car has been spotted on the cradle to his satisfaction.

Adequate automatic controls have also been provided, For example, a track switch at the head of the barney incline track stops the barney hoist if the cradle is not seated in its "down" position. In addition, the car retarder at the foot of the barney incline is normally in the braking position to prevent run-away cars from the load yard from running up the incline and into the cradle pit. Both the cradle hoist and pan hoist are equipped with limit switches that are automatically adjusted to changes in the positions of the screw girder. A slow down switch on the cradle hoist motors throws resistance into the circuit when the cradle has been lowered to within three feet of its seated position. These and

other special safeguards supplement approved protective equipment, including thruster type brakes on the hoist motors, supplemented in some cases by dynamic braking, and by a thruster operated band brake on the pan hoist drum.

Auxiliary equipment includes a ventilating fan, an air compressor, a pump to deliver water to the coal spray tank, a dock winch, a derrick on top of the tower for use in handling parts in making repairs or replacements, in addition to a traveling crane in the substation building, and trolley runways in the engine room. These are all operated on 220-volt alternating current. The fan, which is located in the wing of the substation has a capacity of 800 cu. ft. of air per second, draws outside air through an oil screen and delivers it through ducts to pits under the motor generator sets, barney hoists and cradle hoist motors and grid resistance regulators, and maintains a sufficient pressure in the substation to prevent dust-laden air from blowing into the building when doors are opened.

Power to provide for a total connected alternating current motor load of 2,945 hp., plus a lighting load of 571/2 kw., is delivered to the plant over a public service line as 33,000- volt, 60-cycle, 3-phase current, which is stepped down to 2,450 volts in outside transformers. Further reduction in voltage for the current requirements of the alternating current auxiliary motors, for lighting and other incidental uses is effected by transformers in the substation, while the current for the various direct current motors is furnished by two four-unit motor-generator sets. Each of these consists of a 2,400-volt alternatingcurrent motor that drives three direct-current generators. One of these generators supplies 230-volt current for the pan-hoist, screw-girder and auxiliary motors, another delivers current to one of the cradle-hoist motors, and the third one to one of the barney-hoist motors. Thus in the event one of the motor-generator sets is out of service, the other will supply current of the requisite characteristics for the operation of all direct current motors, except that both the barney and the cradle must be operated at half speed on one motor.

The substation is a substantial structure 100 ft. long by 32 ft. wide, with a wing 56 ft. by 22 ft. It has a steel frame, brick walls, gypsum slab roof, with quarry tile floor and glazed tile interior walls. Equally high standards of construction prevail in the building that houses an office and toilet and locker rooms for the employees.

Illumination and Heating

The main part of the dumper structure is illuminated by five 750-watt floodlights suspended vertically from the top of the dumper, and by three 300-watt flood lights located along back of structure about 45 ft. from the ground. These lights are so placed that the shadows cast by beams, sheaves and cables are minimized to the greatest extent possible.

The storage tracks, kick-back track and the dock are illuminated by 13 flood lights, varying in size from 500 watts to 1,500 watts, 7 of them located on a 75-ft. steel flood-lighting tower, situated at the end of the kick-back, and 6 of them located on top of the dumper structure.

The interior of the motor-generator building is illuminated by ten 500-watt aluminum Alzak reflectors totally enclosed with dust-tight glass covers and the hoisting room by dome type 300- to 500-watt reflectors. All the outside stairways and landings, are illuminated by 75-watt Vapor-tight fixtures.

The three operator's cabs and the two car rider's cabs are heated by wall-type 1,000- to 2,000-watt strip heaters. These same type heaters are also used in the motor-

generator, barney and cradle motor pits to prevent sweating of the machines during the winter months.

Cellular Bulkhead

Preparation of the site for the coal dumpers included dredging of the slip and river channel to the depths established by the new rules of the Corps of Engineers, U. S. War Department and the construction of a steel-sheet pile cellular bulkhead. This consists of outer and inner sheet pile walls from 28 to 34 ft. apart connected at intervals of about 28½ ft. by sheet pile diaphragm walls. These sheet piles for the front and rear walls were driven from 12 to 18 in, into rock so that the piles in the front row, which extend 7 ft. above mean lake level are from 30 to 40 ft. long. Shorter piles were used for the rear wall and the diaphragms, as shown in the sketch. These piles were driven with a 9B3 McKiernan-Terry hammer in leads supported by a locomotive crane. This bulkhead entailed the driving of 1,500 tons of sheet piling exclusive of the piles required for additional bulkhead constructed elsewhere on the dock property.

A distinctive feature of this bulkhead is the ingenious means of insuring a good alignment for the walk and waling timbers that was necessarily supported from the irregular sheet pile face. This was done by taking measurements to determine the exact dimensions of steel bracket plates at each bracket location along the wall and having them fabricated to fit. They were attached to the sheet piles by welding. The walk, of concrete slabs, has the advantage of greater visibility at night than a walk of darker color,

The design and construction of the entire project was under the personal direction of T. J. Williams, special engineer, Wheeling & Lake Erie, Cleveland, Ohio, the dumper installation following a general design furnished by the R. W. Kaltenbach Corporation, Bedford, Ohio. Assisting Mr. Williams were E. A. Hamilton, electrical engineer, on the design and contruction of the electrical equipment; R. C. Pattison, mechanical engineer, on the design and construction of the mechanical equipment; and F. L. Gorman, assistant special engineer, on the design and construction of the substructure and superstructure. D. Y. Swaty, was the resident engineer. The C. R. Cummins Company, Cleveland, Ohio, was the general contractor, the superstructure being fabricated by the Virginia Bridge Company, Roanoke, Va., and the electrical equipment being furnished by the General Electric Company, Schenectady, N. Y.



Photo by R. A. Carr

Cruz del Eje Yards of the Argentine State Railways



Office Where the Rapid Billing for the MS-1 Is Performed Each Evening

World's Fastest Freight Train

Chicago-Memphis merchandise run of the Illinois Central covers 527 miles in less than 13 hours

VERY business day, the Illinois Central runs train MS-1, a solid merchandise train, from Chicago to Memphis, 527 miles, in less than 13 hours. When this train was inaugurated in October, 1936, it became the world's fastest long-distance freight train. Its original set-up was for a maximum of 25 cars, to consist exclusively of merchandise traffic. This latter ruling has been rigidly adhered to, but it has been necessary to run more merchandise cars each month as the business increased, until at present the MS-1 is averaging about 40 cars daily, and, on occasion, has handled as many as 48 cars of merchandise, while maintaining its excellent on-time record.

One Night's Run

The regularity with which the schedule has been made is one of the features of the MS-1. On September 1, for example, a number of unusual incidents occurred that tended to delay the train, but, despite these handicaps, the run was made in 12 hr. 50 min., and the MS-1 was only a few minutes late at Memphis. The start was delayed by the derailment of a locomotive of another railroad on a diamond switch, which effectively blocked the I. C. freight tracks out of downtown Chicago.

After some readjustment, the MS-1 was run through the train shed of the Illinois Central's main passenger station, leaving there at 8:10 p.m. Despite the necessity of running through the station and the suburban area of Chicago on the passenger tracks, with the possibilities of delays involved, a line-up was worked out for the MS-1 that avoided all stops.

The MS-1 ran through from Chicago to Gilman, Ill., 79.7 miles, without a stop reaching there at 10 p.m., with

an average speed of 43.6 m.p.h. from Chicago. After taking water, the MS-1 left Gilman at 10:06 p.m., and arrived at Champaign, Ill., at 11:04 p.m., running 47 miles in 58 min., or at the rate of 48.6 m.p.h. from Gilman.

Speed is the prime consideration with the MS-1, and for this reason two changes are made to a fresh engine, full of coal and water, with the lubrication checked and with a clean fire, thus saving time on the run in question. The engine and crews were changed at Champaign where the train was inspected, leaving at 11:10 p.m., or 6 min. after its arrival.

The run to Centralia, Ill., 125 miles from Champaign, was made in 155 min., without a stop, at the rate of 48.3 m.p.h. The train arrived at 1:45 a.m. Engine and crews were changed here and two merchandise cars were set out. These cars were placed just behind the locomotive when the train was made up in Chicago, and at Centralia, the waiting ground crew cut off the engine and the two cars, the new engine was coupled on, the crews changed and the MS-1 left Centralia at 1:57 a.m.

Over 50 M.P.H.

The MS-1 arrived at Carbondale, Ill., at 3 a.m., taking 63 min. for the 56 miles from Centralia, at the rate of 52.2 m.p.h. The run from Chicago to Carbondale, 306.7 miles, had been made in 6 hr. 50 min., or at the rate of 45.1 m.p.h. Through the flat territory of northern and central Illinois relatively few grades and curves are encountered, and at times the MS-1 attained speeds as high as 70 m.p.h. with safety. Beginning at Carbondale, however, the Illinois Ozarks are crossed, and, for the remaining distance into Memphis, the country tra-

versed is hilly and such high speeds are not possible. The MS-1 left Carbondale at 3:11 a.m., arriving at North Cairo, Ill., at 4:31 a.m., or 54 miles in 91 min., at the rate of 35.5 m.p.h. The third engine, which runs through from Centralia to Memphis, took water here, crews were changed and the last two "shorts" were set out. The MS-1, now handling 36 cars, left North Cairo at 4:40 a.m., running as second No. 15, first No. 15 being the fast passenger train from St. Louis to Memphis.

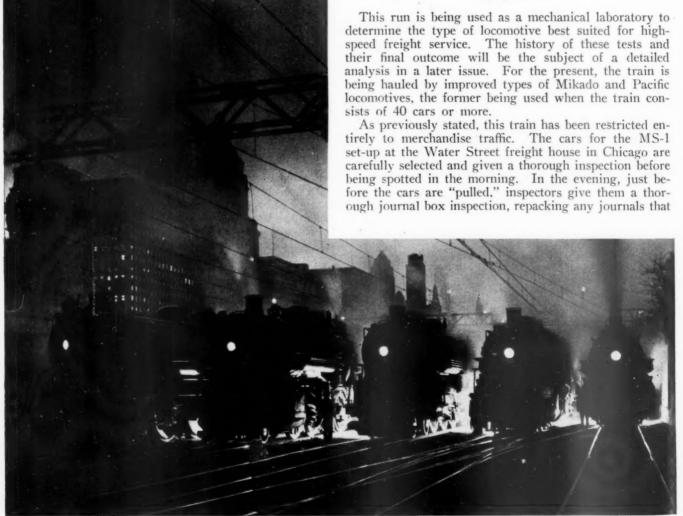
After being slowed down because of a derailment on the main line and being compelled to use a circuitous route through the freight yards in Fulton, Ky., the MS-1 arrived at the south coal chute there at 6 a.m. Despite the speed restrictions crossing the Ohio river bridge, and other delays, the 45 miles were run in 80 min., at the rate of 33.7 m.p.h. The engine took only three minutes for coaling and the train left Fulton at 6:03 a.m., arriving at Dyersburg, Tenn., where the engine took water, at 7:13 a.m. This 44 miles was run in 70 min., or at an average speed of 37.1 m.p.h.

Usually, freight trains leave the passenger line at Woodstock, Tenn., 12 miles north of Memphis and proceed directly to the Nonconnah freight yard south of Memphis without passing through the downtown area. The MS-1, however, follows the passenger line along the river to the Calhoun Street freight house, one block from the passenger station. On this occasion, the train arrived at 9 a.m., having run the last 78 miles in 107

min., at 43.7 m.p.h. This meant the completion of the run from Chicago to Memphis, 527 miles, in 12 hr. 50 min., at an overall speed of 41.1 m.p.h. Exclusive of stops, the average speed was 44.2 m.p.h. One of the measures contributing to the over-all speed with which this train is handled is the elimination of as much standing time as possible. On this particular run, only seven stops were made, and the total standing time was only 55 min., or 7.1 per cent of the total elapsed time from Chicago to Memphis. The average time at each of the stops was only 7 min. 50 sec. The run made on September 1 is typical except that more than the usual handicaps had to be overcome, which caused the train to arrive about 25 min. later than on most days.

The MS-1 carries numerous merchandise cars for points beyond Memphis, such as New Orleans, La., and Shreveport on the I. C., and Little Rock, Ark., on the Chicago, Rock Island & Pacific, on all of which much faster service is now provided than if they were handled on other trains. Many of these require movement to Nonconnah yard. Accordingly, immediately upon arrival in downtown Memphis, the road engine is cut off the train, a waiting switcher couples on and takes the 12 to 15 Memphis cars to a convenient siding, while the road engine takes the remainder of the train to Nonconnah yard. The switching at Memphis is facilitated by wiring a switch list ahead from Fulton, Ky., so that the Memphis yard forces know what to expect.

Equipment



Five Fast Merchandise Trains Leave the Illinois Central Congress Street Yard in Chicago Every Evening. The MS-1 Is in the Center



Trucks Unloading Merchandise at the Water Street Station of the

need such attention at that time. In addition, at each stop, car inspectors, as well as the crews, give the journals a brief but thorough inspection. In this manner and despite the high speeds at which this train is operated, hot boxes are rare.

Type of Merchandise Handled

The MS-1 handles a wide variety of less-carload traffic. A large proportion of its cargo originates at Chicago, and with the exception of cars from the car-loading companies, all of its cars are loaded at the Water Street freight house. This freight house is said to handle the largest volume of merchandise of any local freight station in the country, counting the traffic of the tenant lines in the total.

A new operation has developed here since the MS-1 began its fast runs. Through MS-1 cars are now operated by connecting lines from points east, west and north of Chicago, to take advantage of the fast service to Memphis and points south. In order to avoid terminal delay, these cars are brought directly to the I. C. freight house and their contents transferred into MS-1 cars, thus avoiding a transfer at the connecting lines' freight houses which might mean a 24-hr. delay. Additional direct transfer cars are being put on almost every month from points east, west and north of Chicago.

The MS-1 handles two or three cars of l.c.l. perishable traffic nightly, as well as cars of merchandise from the mail order houses which, upon occasion, ship large quantities of catalogues via the MS-1. Another interesting development is that the Chicago newspapers ship bundles of their current issues nightly, thus making the MS-1 the only freight train handling newspapers for long distances.

Freight House Operations

The freight-handling platform at Water street is 1,800 ft. long by 36 ft. wide, and 196 empty cars are spotted on the adjacent tracks daily under the normal set-up. Freight is handled by means of tractors hauling trains of 12 to 15 dollies. Five trains consisting largely of

merchandise are loaded and pulled from the freight house tracks at approximately the same time, but, although the building is an old one, all the operations are so smoothly co-ordinated that no merchandise intended for these trains is left behind. There is ample space for spotting and maneuvering the highway trucks at the receiving platform. In addition, there are two exits on the freight house platform from the Chicago Tunnel Transport's railway beneath. These exits are connected with tracks on which the tunnel cars can be shunted about on the freight house platform for greater convenience in unloading.

One of the problems connected with a fast merchandise train such as this is the prompt handling of the "paper" work. The I. C. has solved this problem by speeding up all details of the billing, and the bills are ready for the MS-1 when it leaves. One of the sources of delay when merchandise is piling into a freight house at the rate it does between four and five o'clock every afternoon at Water street has always been the platform checker. His work has been materially simplified by relieving him of the necessity of entering car numbers on his receipts. Several extra copies of the spotting list, showing spot numbers and car numbers, are distributed to the bill clerks daily. When the checker makes out the receipt, he enters the spot number only and the bill clerks fill in the car number on the waybill from the spotting list.

A fast messenger service is maintained from the checkers' stations on the platform to the bill clerks' office. During the busy periods of the evening, as many as five messengers are employed in getting copies of the receipts from the spindles at the receiving doors and delivering them to the office.

Memphis Operations

Since early morning delivery at Memphis is one of the essential features of this service, fast handling is also



Damage Has Been a Negligible Factor on the MS-1

necessary there. As soon as the MS-1 arrives in downtown Memphis, the cars for the freight house are switched out and spotted on the freight house tracks for unloading. On the morning of September 2, after the run described, unloading operations began six minutes after the arrival of the train.

The Railway Express Agency handles the delivery service at Memphis and is advised in advance as to the amount of freight to be delivered. On this particular morning, nine trucks were in readiness, and, within 68 min. after the arrival of the train, all of the Memphis

merchandise had been transferred from the cars to the trucks and was on its way to the consignees. In many instances, merchandise which was dispatched by the shipper in Chicago the evening before was delivered to the receivers in Memphis, 527 miles away, within 18 hours

Loss and damage to freight handled in the MS-1 has been negligible, despite the high speeds at which the train is operated. This improvement is attributed by claim men to the lack of switching in terminals where most of the rough handling takes place.

Trade Thrives When Rails Prosper*

Country cannot afford impoverished railroads any more than unprofitable farms—"Co-ordination" no cure-all

By W. M. Jeffers

President, Union Pacific

ITHIN the last fortnight an application has been filed with the Interstate Commerce Commission for authority to increase freight rates horizontally by 15 per cent with certain adjustments in passenger fares; these increases having been considered necessary to assist in meeting the increased cost of operation, including the ever-increasing tax burden.

As a matter of fact, the application might well have been framed as an application to partially restore rates previously in existence, for it is an anomalous situation that, notwithstanding the rapid advance in prices of manufacturers and agricultural products since 1929, the average revenue per unit of service rendered by the railroads has consistently declined and the class of service furnished has been greatly improved; the amazing thing being that the transportation systems of the country have not broken down before. American railroads are obviously the victims of a squeeze play.

Railroads as Creators of Business and Jobs

If the railroads are to continue in their competitive existence it is imperative that these restorations be granted and quickly. The railroad payroll is a barometer of business. The railroads gridiron the nation and large numbers of communities are largely dependent upon Wholesale reductions in forces dry up their payrolls. these communities, and the paralyzing effect upon them is quickly reflected psychologically upon all other communities. The significance of the situation affecting the Railroads is far-reaching. It should be of direct concern to those who are engaged in durable goods industries and in materials and supplies where the railroads are important consumers, and touches intimately the men and women who perform labor which enables the railroads to serve the public and progressively improve that service. Less directly, but with equal or greater degree, it should be the concern of every investor whose investment, combined with that of others through life insurance or other media, collaborates with the services of the men and women who perform the work and make possible the most efficient and economical transportation system in the world

Wage Increase Defended

Because of increased cost of living necessities, employees of the railroads were entitled to a compensation which would moderately enable meeting the increasing demands upon them, and such increases have been granted. Increased taxes, including those provided for in the Railroad Retirement and Social Security Acts—all contributions to our social order—together with increased prices of materials and supplies, which the railroads consume in large quantities, have added a burden estimated at 663 million dollars per year to an industry whose net earnings aggregated that sum but one year since 1930.

On the other hand, rates and fares have shown a consistent decline since 1921, which for freight revenue has amounted to a decrease per ton-mile of over 25 per cent, about 12½ per cent of which has been made effective since 1929.

To illustrate the effect of these reductions, let me point out that if the railroads had received the same revenue per ton mile during 1936 that they received during 1921, the additional cost to the shippers would have been over one billion dollars, or more than twice the amount they now ask to have restored.

The rates of 1921, with which the latter comparison is made, were largely the rates arbitrarily established by the Director-General of Railroads during the unforgetable period when the railroads were operated under government control and, notwithstanding which, the

^{*} Abstract of an address delivered at N. I. T. League meeting in Chicago last week.

operations were conducted for 26 months at a loss of one billion six hundred million dollars, or over two million dollars per day.

Could Farmers Stand a Rate Increase?

The question has been asked as to whether agriculture could stand a rate increase, to which the reply was made that agriculture has educated the business world as to the soundness of the theory that prosperous agriculture is one of the factors essential for producing prosperity in the country; that the same philosophy applied to the railroads; and that a pauperized railroad industry would be a disaster which the farmers could ill afford.

Labor is the other major factor to which I refer, and I think I can speak for that large group as being not only sympathetic to the course we are sponsoring but that the intelligent thinking men in the ranks recognize the situation with greater vision for the welfare of industry than some railroad officers, who have in many cases become apathetic or disheartened by regulations imposed upon them to which they have become accustomed.

Much has been said about co-ordinating railroads and terminal facilities to secure greater economy in operating cost, but the preservation of competition, the source of enterprise and stimulus, is a much more effective weapon with which to protect the public interest in bringing about improvements in service and maintaining economy—and the 17-year old mandate of the Transportation Act, which requires that competition be preserved, still stands.

"Co-ordination" No Panacea

The unlimited power of the Director General, which was freely exercised during the period of federal control, failed to accomplish economies of major consequence to prevent large operating deficits; again notwithstanding the arbitrary increase in freight rates, far exceeding those presently being sought by the railroads.

The Emergency Transportation Act of 1933 created the office of Federal Co-ordinator of Transportation, but the framers of the act recognized the necessity for preserving competition and protecting the investors and the rights of labor, all of which militated against wholesale consolidations or co-ordinations.

With this record behind us, and the sheriff on the doorstep, we would be blind to hope that relief by the route of economies from co-ordinations and related theories would come soon enough, or be of such magnitude, as to save the industry, and it is after exhausting such possibilities that the railroads have decided on the one remaining course of seeking a horizontal increase in rates to the modest extent of 15 per cent.

I urge the support of your organization and of industry you represent, of agriculture and of labor, on what I believe to be sound economic and social grounds, and in this connection, I direct your attention to two previous applications for authority to effect horizontal increases in freight rates, both of which were denied, and the results that followed those denials:

First—In the period 1914-1917, when revenues were insufficient to enable the railroads to meet the growing demands of commerce and credit became seriously impaired, denial of this application made at that time resulted in federal control and the arbitrary 25 per cent increase in freight rates by the Director-General's Order No. 28; also brought about tremendous losses from government operations and the demoralization of the industry which required several years of intensive effort on the part of the railroads to overcome.

Second—In 1931, when the denial of our application was attended by losses that were tragic to the nation in depriving the railroads of funds with which to properly maintain and operate their properties, which created distressing unemployment, not only in the railroad industry but in related industries as well in every community in the country, and contributed heavily to the industrial paralysis of the country.

I. C. C. Appears Friendly

If the present application now before the Commission is denied I predict history will be repeated. However, it is encouraging to read the statement of the Commission in its order of October 19, 1937, in Ex Parte No. 115, in the matter of Increases in Freight Rates and Charges, 1937, stating that "the record amply justifies the conclusion that in the aggregate the railroads are earning very materially less than a reasonable return on the fair value of their carrier properties." From this it is quite evident to me that the Commission has a sympathetic knowledge of the situation quite beyond that customarily submitted in connection with applications for authority to increase rates. In other words, I believe the Commission takes cognizance of the cumulative effect of constantly increasing disparity between income and outgo and feels the responsibility for seeing the game played "according to the rules."

In conclusion, it is well to remember that the entire business community is directly affected by the success or failure of the railroad section of industry, which uses 17 per cent of the steel output of the country, 23 per cent of the bituminous coal output, 19 per cent of the fuel oil, 20 per cent of the timber cut, and otherwise proportionately, and carry currently stocks containing over 100,000 different kinds of articles; that following and since the restoration of the railroads to their owners in 1921, the railroads have increased their investment by about 30 per cent, or nearly seven billions of dollars; they have increased the speed and safety of operation beyond the reasonable hopes of those familiar with operations a decade ago; they have relieved industry of maintaining large inventories; and provided assurances of service which would have been hopeless 15 years ago—and are providing all this for rates over 25 per cent below the levels of that time.

Just a few days ago the head of one of the nation's largest industries told his story and, in doing so, told ours. As quoted, he said that the increased costs to his industry can be absorbed in no other way than by substantially higher selling prices for the industry's products. His selling prices have been increased, but in our situation we have to ask for authority to do the same thing.

I predict that, if given reasonable assurances of freedom from adverse legislation and regulation, and that the game will be played according to rules laid down before the game starts, the railroads will lead the field in progressive development and provide a type of service at a cost which will compare favorably with other types and be a major factor in maintaining the country on a sound and efficient basis.

The Kyoto-Osaka Electrified section of the Imperial Government Railways of Japan has recently been opened, according to the "Japan Weekly Chronicle." This service connects Kyoto and Akashi, 95 kilometers (50 miles) distant, and constitutes the longest electrified line operated by the system. Multiple-unit cars will leave from Akashi and Kyoto every 20 minutes and will run every 10 minutes between Kobe and Kyoto, with expresses every 30 minutes. Express trains will cover the distance between Kyoto and Sannomiya in 62 minutes.

Rate Increase and Pettengill Bill Discussed by Shippers

Resolution adopted at annual meeting of National Industrial Traffic League cites need for more revenues

RESOLUTION whereby the National Industrial Traffic League will take no definite stand in either supporting or opposing the 15 per cent increase in freight rates being sought by the railroads was adopted by the league at its annual meeting at Chicago on November 18 and 19. The resolution, however, does recognize the railroads' need for increased revenues. The

resolution is as follows:

"Whereas, the membership of the League is seriously divided in opinion as to the revenue effect of the carriers' proposals as a whole, as to the manner in which such increases should be accomplished, and the extent to which long existing rate relationships should be maintained, and by reason of such division of opinion and differences in interest of the membership it would be impossible for the League to participate actively in said proceeding, either in support of or in opposition to the carriers' pro-

"Resolved, that the League is of the opinion that the carriers are seriously in need of increased transportation

"Resolved further, that the League take no position as to whether the carriers should be granted a general increase in freight rates or as to the manner in which

any such increases should be constructed;

"Resolved further, that the League urges that the action of the Commission be expedited to the fullest degree consistent with granting of full hearing to all interested parties, and requests that the Commission allow thirty days from the conclusion of the initial hearing for the preparation of the shippers' case."

The adoption of the resolution followed a heated debate in which some members contended the league should take a definite stand either in favor of or opposed to the application of the carriers. Several members were opposed to a straight percentage increase in all commodities, insisting that the carriers should have requested a flat increase on each commodity instead of asking for a percentage increase. Others contended that the percentage increase will disturb present relationships. The position of the National Coal Association was stated in a telegram sent to the meeting which stated that the bituminous coal industry was opposed to rate increases on coal and urged the league to join the association in opposition to the railroads' plea.

In adopting the resolution, the shippers were not unmindful of the railroads' problems such as increasing costs of fuel and other materials and increasing engine failures and deferred repairs to cars which will eventually result in inadequate service and to the disadvantage of

Officers elected for the ensuing year are: president, Charles Braden, general traffic manager of the National Distillers Products Corporation, New York; vice-president W. Y. Wildman, managing director of the Illinois Coal Traffic Bureau, Chicago; and treasurer, re-elected,

R. W. Campbell, manager of the traffic department of the Butler Paper Corporation, Chicago.

Position on Pettengill Bill Reaffirmed

Another subject of extended debate was the repeal of the long and short hand clause of the Interstate Commerce Act, which the league has advocated since 1933. Debate followed an attempt by Rene A. Stiegler of the New Orleans Port Commission to substitute a motion whereby the league would advocate the elimination of the equidistant clause of Section 4 instead of advocating repeal, and another proposal that the league take no further action in support of the Pettengill bill and any other like measure. By a vote of 107 against and 52 for these proposals, the league reaffirmed its previous position in favor of four section relief.

In presenting his resolution, Mr. Stiegler contended that elimination of the equidistant clause will solve a great deal of the difficulty which railroads now have in the publication of tariffs. Others contended that repeal is not essential, since 65 per cent of the fourth section applications made by shippers are granted by the commission and that the reason the railroads desire the elimination of the section is so that they can meet truck com-

petition.

Alarmed Over Outcome of Motor Carrier Act

The report of the Highway Transportation Committee expressed alarm as to outcome of the Federal Motor Carrier Act and charged that the railroads and trucks are failing to make good on their assurances to Congress. "From reports received throughout the country," the report said, "there can be no doubt but that the letter and spirit of the law are being ignored to a very material extent. The commission has been greatly handicapped by its failure to obtain sufficient funds properly to organize its administrative and policing forces so necessary to the administration of the law. Unless sufficient additional administration of the law. funds are provided for the commission to expand its Motor Carrier Bureau just as fast as additional forces can be assimilated and made to function efficiently, there is grave danger of failure and further chaos in the transportation industry. Ardent advocates of motor carrier regulation in the beginning are now doubting that it can be effective, and some are even advocating that all provisions of the law, except safety regulations, be repealed. Your committee believes that the law can be made to function effectively if sufficient funds are provided and that its failure would be disastrous to the motor carrier industry, to the entire transportation industry, and to commerce generally.

"The trucks and the railroads assured Congress at the time the law was passed that it would be their purpose to give the public the benefit of the inherent ad-

vantages and economies of highway transportation, but seemingly they have forgotten this assurance because they are now working close in hand with each other to a very great extent and with the purpose of restoring the rates, rules and regulations by both forms to the rail bases which prevailed prior to the advent of motor transportation. The league advocated to Congress, and there is contained in the law, the requirement that the inherent advantages of highway transportation shall be preserved for the benefit of the public. Your Highway Transportation and Conference on National Transportation committees, in co-operation with your Executive Committee and officers have been seeking continuously such recognition from both the railroads and the trucks, but there appears to be no immediate probability of prevailing upon either to give the public the benefit of the economies of highway transportation. In addition, the rate bureaus establised throughout the country by the motor carriers are exerting undue pressure, and even coercion, to cause independent truck operators to join with the bureau members in publishing and maintaining rail rates and practices. It is felt by many members of the league that the forces of the commission have been too active in aiding the development of conferences where this was one of, if not the primary, purpose of the conferences.

"The commission is authorized by law to co-operate with any organization of motor carriers in its administration and enforcement. While organization of motor carriers and the co-operation of the commission therewith no doubt possesses more advantages than disadvantages, we think, especially in view of the turn such organization is taking, that it is timely and proper to observe that such co-operation should extend to giving advice, guidance, and even effective admonition if there is to be avoided the creation of a Frankenstein that will rise to confound and discredit all interests involved and cause motor carrier organizations themselves to suffer the most."

The report, as adopted by the members, touched upon other phases of motor transportation. It recommended that a law be enacted that will place the same degree of regulation on freight forwarders as now applies to other forms of land transportation, and that the same law governing the awarding of reparation by rail lines be made applicable to motor carriers. It also recommended that the league advocate federal legislation to provide that for-hire operators will be required to give a fair description of their operations in order to obtain a license subject to the usual grandfather requirements, setting forth residence, a full and complete description of equipment, and the character of business they are engaged in, between what points and, upon the granting of such license they shall be required to display evidence of same in a conspicuous place on their trucks and shall not be permitted to operate otherwise without further application and grant of license; that they shall be required to carry adequate property damage and personal injury insurance, and that no motor vehicle shall operate as a common or contract carrier for-hire in one direction and as owner of goods in the other. A recommendation that the league favor a law with respect to truck labor similar to the Railway Mediation Act, but by mediators taken from truck labor and operators was referred back to the committee for further consideration.

Car Spotting Charges Attacked

Another subject given lengthy consideration was car spotting charges, as provided for in Ex Parte 104, Part

2. Members took the position that freight charges should not be confined to the service of the line haul movement but should include the switching service at origin and destination. As a result, the members approved a recommendation of the Executive committee that a special committee on the subject be given authority to continue to combat charges and endeavor to secure a modification of the order so that the freight rate will include the loading service at origin and the unloading service at destination

In discussing the subject, the special committee said, "This committee disclaims any gift of prophecy and expresses only deep concern, coupled with real perplexity, as to what may be the purpose of the commission and the future program of the carriers with respect to this whole matter. We would not think of recommending that the league base its action on rumors, gossip or conflicting impressions of what the future may have in store. Representatives of the commission have said, entirely 'off the record,' that it is not their purpose to foster or induce any scheme of charges for spotting services. On the other hand, responsible railroad officers, in voicing their own belief that imposition of spotting charges would be decidedly against the interest of the railroads themselves, have gone on to remark that were this not so they would be sorely tempted in these days of their great need for more revenue to yield to the commission's suggestions that here is a possible source of millions of dollars additional revenue, in the discontinuance of 'free' spotting services to industries having systems of

"If the carriers need more revenue, this is no reason for penalizing the larger shippers, with the larger volume of traffic, whose extensive shipments necessitate extensive trackage. The record before the commission shows, without the slightest contradiction, that the most expensive carload delivery service the carriers perform, is the public team track delivery, and their operating and

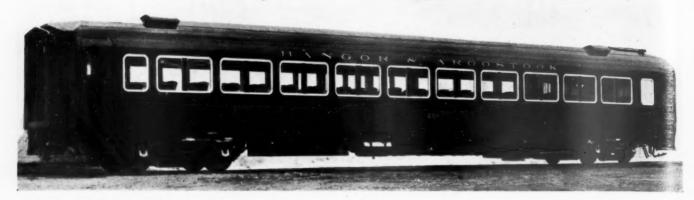
traffic men recognize that fact.

"Your committee has interpreted the action of the league in the past as reflecting the undivided opinion of the entire membership that the American system of freight rates should be continued and not discarded in favor of the so called English mode, whereby charges are separately imposed for terminal service over and above the charges for conveyance from city to city. In other words, we consider that any program having for its ultimate objective or result the breaking up of freight rates, whereby separate charges shall be made for terminal deliveries on private sidetracks, is to have the un qualified and active opposition of this committee on the league's behalf.'

Action on Other Matters

In addition to this action, the league took a position on several other matters. It favored the making of a study on cost finding in transportation service and will confer and co-operate with the representatives of the railroads in an effort to develop such bases or formulae and other requirements as will meet the needs of the shipping public in considering the cost of railway service. The league is opposed to giving the commission control over maximum and minimum joint rates by the rail and water carriers as provided for in S. 1636 and H.R. 1628 on the ground that the latter bill particularly is statutory rate making. Opinion differed, however, two members of the committee being favorable to the proposed legislation, one member feeling that the legislation

(Continued on page 764)



One of the Lightweight Bangor & Aroostook Coaches

Bangor & Aroostook Installs Lightweight Coaches

The cars are of Cor-ten steel construction—Complete buffet kitchens have gas refrigeration—Air-conditioning system includes ultra-violet sterilizer

URING the past summer the Bangor & Aroostook received from the Worcester, Mass., plant of the Pullman-Standard Car Manufacturing Company, five streamline passenger cars which were placed in service as a part of the equipment of the "Aroostook Flyer" running between Bangor, Maine and Van Buren, Maine, with connections for Portland Maine, and Boston, Mass. Two of the cars are full coaches; the remaining three are combination coach-buffet cars, with a small but complete, dining-car kitchen to furnish full meal service. Among the outstanding features of these cars is the complete installation of the Sturtevant spray type system for controlling temperature and humidity, supplemented with an installation for ultra-violet-ray

air sterilization which, together, provide a safeguard for the health of passengers both summer and winter. The new cars, in the major portion of the construc-

The new cars, in the major portion of the construction of which Cor-ten steel was used, are 84 ft. 8¾ in. in length over the body end posts and have an inside width of 9 ft. 4½ in. The roofs are of the oval type and the cars are 13 ft. 4 in. high. The four-wheel trucks are spaced 58 ft. 8¾ in. apart. The weight of the coach is 111,300 lb. and of the buffet coach 117,600 lb.

The seating capacity of the full coaches is 84 passengers each. There are men's and women's lavatories on opposite sides of the aisle at one end of each car. The buffet coaches are divided into three compartments each. At one end is a kitchen and a pantry which, with the lateral corridor at the end of the car, occupies 19 ft. 11 in. on the floor plan. Separated from the pantry and kitchen by a partition and a swinging door is a buffet-lounge compartment 22 ft. 91/2 in. long. At the end adjoining the kitchen are four stationary double seats with individual backs on each side, facing each other in pairs, with removable tables between so that 16 persons may be served at once. The tables have Formica tops. Back of the dining section are three lounge seats on each side of the car, placed with their backs to the wall. Beyond these seats, in turn, are three double seats on each side of the aisle. The buffet-lounge compartment has a total seating capacity of 34. Separated from the buffet-lounge by another partition, is the coach end, which will seat 24 in double seats, with individual backs. In this compartment are lavatories for men and women at the end of the car.

The headlinings throughout all the cars are finished in Ivory enamel semi-gloss. The coaches and coach compartments of the three buffet cars have side walls finished in French gray with wainscoting of dark blue.



Interior of the Completely Equipped Kitchen in the Buffet Coach

Buffet-Lounge Section in the Buffet Coach

The seats in the coaches are of the rotating reversing type with individual backs. They are upholstered in

plain rust colored Chase mohair.

The side walls and wainscotings in the dining-lounge sections of the three buffet coaches are finished in coral and maroon, light and dark green, and the third car is cream and brown. This provides a different color scheme in each of the three cars, with upholstering of rose, green and brown mohair of fancy patterns in each, respectively. The distinctive quality of these compartments is further heightened by the plain, heavy carpets covering the floor in rich maroon, green and brown. Window drapes are effective in gold with tie-backs giving a drape effect.

The cars are striped very effectively with red stripes

and black mouldings at the window sills and red stripes above the windows and at the base of the ceiling, set off with bright polished aluminum moulding. Circular plate glass mirrors with chromium frames are placed in the bulkheads at the ends of the passenger compartments as well as on either side of each partition in the buffet cars. The baggage racks are chromium plated, of the continuous type, in passenger compartments. The floors under the seats are covered with linoleum in plain rose taupe jaspe. The aisles are covered with 6 in. by 6 in. linotile laid checkerboard in colors of aquamarine and tourmaline. The cars are equipped throughout all compartments with two rows of Prismatic indirect ceiling lights, one on either side of the center, with one light over each double seat.

The small but completely equipped, dining car kitchen is entirely of stainless steel. The kitchen units are completely modern in design and are assembled in two complete sections extending the full length of the kitchen



Coach Interior

on either side with a service arch and shelf of stainless steel near the door to the dining and lounge section. The kitchen is provided with Servel Electrolux gas refrigeration throughout and a modern gas range provided with gas broiler and oven. The gas is supplied from four Philgas cylinders of 100 lb. capacity each. Steam is also supplied to the kitchen for the coffee urns and steam tables.

The cars are fitted with Westinghouse air brakes, with Simplex unit cylinder clasp brakes on the trucks. Lighting and axle generator equipment, including the Spicer gear drive, were supplied by the Safety Car Heating & Lighting Company. Generators are rated 7.5 kw.

The cars are fitted with the Sturtevant Railvane spraytype air-conditioning equipment. The equipment consists of the main blower unit, consisting of double fans and motor, with outside air filter and grille, which is mounted between the vestibule ceiling and the roof of the car, and the washer casing which is suspended by a light structural-steel frame from the roof of the car under a removable roof hatch. The return-air grilles in the ceiling near the end of the car are connected by duct to the fan suction box. The double fan outlet is connected by duct with the washer casing. At its opposite end the latter is connected directly to the center air duct, from which the air is delivered into the car at approximately ceiling height.

The washer unit contains in the direction of the air flow the tri-hook moisture eliminators a small pre-cooling coil consisting of a single bank of fin-tubes, the spray chamber, the fin-tube radiator for overhead heat, and finally another set of tri-hook moisture eliminators. A single cold-water header in the spray chamber supplies the spray nozzles, each of which is attached to its branch pipe by a bayonet joint, seating against a gasket. Marine type access doors are provided in the walls of the washer unit.

The ultra-violet sterilizer consists essentially of pure fused quartz discharge lamps connected to a Sturtevant Railvane rotoformer for operation on 32 volts d.c. total power input is approximately 460 watts—slightly less than the power required to operate the water circulating pump. The lamps are mounted above the recirculating air grille in the aluminum recirculating air box, the inner surfaces of which are highly reflective.

In the summertime air from the passenger compartment is passed through a deluge of highly atomized chilled water discharged from spray nozzles within the air-washer unit of the system. The spray operates continuously, removing bacteria or other micro organisms expelled into the air by passengers in the car. After passing through the zigzag vanes of the moisture eliminator the air passes to the duct and into the car at a degree of humidity which is said to prevent all sensation of shock to passengers stepping into the car from hot and humid outdoor atmospheres. Tests indicate that the direct spray cooling exercises a stabilizing influence on



The Blower and Spray-Cooling Units of the Sturtevant Air-Conditioning System

the humidity within the car under wide variations in outside atmospheric conditions and in number of passengers within the car.

The omission of the main cooling coils removes a source of odor-producing accumulations, and the passage of the recirculated air through the spray tends to clear up odors originating in the car.

It is well known that in sneezing thousands of micro organisms may be discharged into the air and spread throughout any confined space. The spray type of air conditioning in itself has been found to produce, with the maximum percentage of recirculation, the equivalent of the introduction of 2,000 cu. ft. per min. of cooled and nearly sterile outside air into the interior of the car. The high-intensity ultra-violet light effects a similar result during the winter season when the sprays cannot be operated without window condensation

and other difficulties. Like the spray, this sterilizer produces an effect, so far as bacteria count is concerned, equivalent to the introduction of approximately 2,000 cu. ft. of outside air per min. operating with the maximum percentage of recirculated air. The air-purification design was developed with the aid of the consulting services of W. F. Wells and M. W. Wells, of the University of Pennsylvania.

The controls are of the conventional type wherein the air temperature may be automatically regulated and adjusted to one of several temperatures at the discretion of the trainmen. An additional automatic control is provided whereby the cooling is transformed from direct meltage of the ice to evaporative cooling when the outside wet bulb temperature has dropped to a suitable point. The changeover is effected by an automatic evaporative cooling damper assembly, including a damper motor and a wet bulb humidistat located in the fan suction box. Under the control of the humidistat the damper motor will open or close the fresh-air dampers, closing off the return air duct when the freshair dampers are open. The system then operates by evaporative cooling with the circulating water bypassing the ice compartment. With the wet-bulb temperature of the outside air above the humidistat setting, it causes the outside-air dampers to be closed, restricting the flow of fresh air to 25 per cent and placing the operation of the water sprays upon a direct ice-cooled basis.

Rate Increase and Pettengill Bill Discussed by Shippers

(Continued from page 761)

should be directed not only against water carriage but against truck transportation as well.

The league objects to the reorganization of executive departments of the United States government and took the position that the selection of as well as the promotion of attorneys, examiners, statisticians, and other experts in the transportation field should be left in the hands of the Interstate Commerce Commission with the conduct of examinations, rating of papers and administrative details to be handled by the Bureau of Civil Service under voluntary arrangement with the commission, and that any provision of S. 2970 or any other bill which would destroy in whole or in part present working arrangements for selection of such employees be opposed by the league.



Photo by R W. Carlson

Nickel Plate Trains Nos. 7 and 8 at Fort Wayne, Ind.

Motor Transport Section

The Santa Fe's Far-Flung Bus System

Routes paralleling its lines afford ample opportunity for rail-highway co-ordination

TTH a decision expected in the California bus case about the first of the year, interest centers on the large bus system that has been acquired and built up by the Atchison, Topeka & Santa Fe in the last few years. In the current case, the Santa Fe Transportation Company is seeking certain bus-operating rights intrastate in California. This transportation company is a wholly-owned subsidiary of the A. T. & S. F. and operated in conjunction with the Santa Fe Trail System in which the railway has a controlling interest; and the California bus operations, if allowed, will be an integral part of the system passenger service. The Santa Fe Trail System, in turn, is a member of the National Trailways System, an association of passenger stage companies, including a number of railway stage operating subsidiaries.

Proposed California Service

The Santa Fe Trail Stages, Inc., a member company of the Santa Fe Trail System, now operates, in interstate service, between San Francisco and Los Angeles, between Los Angeles and San Diego, between Los Angeles and Phoenix, Ariz., between Los Angeles and Trinidad, Colo., and between Bakersfield and Barstow. What the transportation company proposes, if the California commission grants its application, is to operate in intrastate service between San Francisco and Los Angeles, both via Stockton and Tracy, these routes merging at Manteca, with a feeder and local route between Hanford and Porterville, between Los Angeles and San Diego, and between Bakersfield and Barstow. The operation between Needles and Los Angeles, with certain restrictions between San Bernardino and Los Angeles, is now intrastate as well as interstate. In addition to local schedules, four through schedules will be operated in each direction daily between San Francisco and Los Angeles, six between Los Angeles and San Diego, over two different routes, two between Los Angeles and Needles, and one between Bakersfield and Barstow.

The railway will establish a "streamlined" train service between Oakland and Bakersfield, which, with bus connections at each end, is expected to provide a 9-hr. 45-min. schedule between San Francisco and Los Angeles, with two co-ordinated runs in each direction daily. According to the plans there will be a complete coordination of rail and bus service, with all tickets interchangeable, and at the rate of 1.5 cents per mile

either on the buses or in railway coaches. The application, if granted, will provide a direct connection between the Santa Fe's rail lines in northern and southern California which is lacking at present for, while the Santa Fe has direct lines into both Los Angeles and San Francisco from the east, the line between the two cities is so circuitous that no through passenger service has been operated over it since federal control.

The Bus Acquisitions

In 1935, the Atchison, Topeka & Santa Fe started one or two local bus routes in Kansas, and in September of that year, through its subsidiary, the General Improvement Company, the railway purchased 23,000 shares of the stock of the Southern Kansas Stage Lines. This



Modern Equipment Features Santa Fe Trailways Operation

company operated numerous trucks, and, with its whollyowned subsidiaries, also comprised the largest independent bus operation in the country. The Southern Kansas company was organized in 1924, and on its own account and by purchase, had by 1933 built up a considerable operation in the states of Kansas, Oklahoma, Arkansas, Missouri, Colorado and Nebraska, extending from Kansas City, Mo., Joplin, and Fort Smith, Ark., on the east to Denver, Colo., Pueblo and Trinidad on the West.

Naturally, as more or less of a bridge route, transcontinental business provided an important source of revenue. However, in 1933, competitive conditions seemed to require the acquisition of lines of its own be-



Santa Fe Trailways Coach in the Shadow of Golden Gate Bridge in San Francisco

tween Chicago and the Pacific Coast. Accordingly, in that year and later, several more subsidiaries were purchased. Thus, at the time of its acquisition by the Santa Fe, the bus division of the Southern Kansas Stage Lines consisted of the following principal subsidiaries:

Cardinal Stages: Operating in northern Kansas and eastern Colorado.

Santa Fe Trail Stages: Operating between Denver and Los Angeles.

Blue Coach Motor Lines: Operating between Chicago and Kansas City.

In addition, the holdings included a 50 per cent interest in the Southern Kansas-Greyhound Lines.

Almost at once, on September 27, 1935, another acquisition was made by the purchase of the Santa Fe Bus Company, an independent line operating between Tia Juana, Mexico and San Francisco. On the same day, two cut-offs were put into operation, one between Barstow (on the transcontinental route) and Bakersfield (on the San Francisco-San Diego route); and the other between Albuquerque, N. M. and Texhoma, Okla., from

which latter point a route into Liberal, Kans., was al ready in operation.

Since then, the Central Arizona Transportation Lines, operating in central and southern Arizona, the Arizona-Utah Stages, operating between Flagstaff, Ariz., and Salt Lake City, Utah, and the Rio Grande Stages, between Albuquerque, N. M. and El Paso, Texas, have also been acquired. One of the provisions of the Interstate Commerce Commission, in approving these purchases, was that the complex corporate structure of the entire system be simplified, and this is now being done. When completed, the railway will acquire the stock now held by the General Improvement Company, its subsidiary, and most of the subsidiary companies will be abolished, leaving only the Southern Kansas Stage Lines, the corporate name of which has been changed to the Santa Fe Trail Transportation Company, which will be directly controlled by the railway.

Why Bus Companies Were Bought

Prior to going into the bus business on this large scale, the Santa Fe conducted an extensive study of bus service in relation to rail service and became convinced that full and complete passenger transportation in service could only be provided by a co-ordinated rail and bus service. The subsequent acquisitions were made on the basis of this comprehensive survey, and in these purchases it encountered a fortunate situation. president of the Southern Kansas was a former Santa Fe train conductor and, possibly because of his familiarity with the territory, the bus company had confined itself almost exclusively to territory tributary to the Santa Fe, paralleling its main lines and branches for practically the entire distance between Chicago and Los Angeles, and as far south as Oklahoma City, Okla. Thus, in acquiring the Southern Kansas, the railway acquired a bus system so nearly paralleling its rails that it could hardly have done better if it had laid out the system itself with completely co-ordinated service in mind.

The rail-highway co-ordination activities of the Santa Fe are handled by an efficiently organized department of highway motor transportation, under the jurisdiction of a general manager who was formerly an operating officer of the system. Several of the co-ordinated activities have been described in the *Railway Age*, and others will be described as they are put into operation.

New U. P. Buses

Y the first of the year, the Interstate Transit Lines and Union Pacific Stages will have completed the installation of a fleet of 100 new, modern buses on its transcontinental lines. The first of the coaches were installed on the Chicago-Los Angeles runs in Sep-Several more were placed in the Salt Lake City-Portland service on October 1, and the installation will be continued as rapidly as the new units are received from the builder. The motor on the new coaches is mounted in the rear, giving the driver a better view and eliminating the motor noise, heat and fumes for the passengers' benefit. The baggage compartment is under the floor of the coach, and, while the passengers are seated much higher than usual, the center of gravity is lower. Modern chairs, attractive styling in upholstery and lights, additional leg room between the seats, as well as an improved ventilating system are featured, and there are no seats over the wheel housings in these new buses.

What the Motor Carrier Bureau Is Accomplishing*

Resume of the activities of the highway transportation regulatory body since its inception

By J. G. Scott

Chief Attorney, Section of Law and Enforcement, Bureau of Motor Carriers

TO one knows exactly how many motor carriers are subject to the Motor Carrier Act. There were 85,033 separate applications for operating authority filed under the "grandfather" clauses of the act, and 4,307 new applications have been filed since. It is safe to say that there are as many as 100,000 separate entities subject to regulation by the commission as carriers for hire, with possibly 750,000 more who, as private carriers, are subject to limited regulation in such

matters as safety.

Up to October 1, 1937, there have been filed with the Bureau of Motor Carriers 110,485 tariffs and supplements of common carriers, and 51,849 schedules, supplements and contracts of contract carriers. In addition to these facts, it should be remembered that a very large proportion of motor carriers are small operators, owning and operating but one truck or bus. Also that they are spread all over the United States, in every city and village and hamlet and country cross-roads. And further, that although most states had attempted some form of motor carrier regulation, many thousands of interstate motor carriers were unused to regulation, had difficulty in comprehending its requirements and were and are unable quickly to understand and recognize their duties and responsibilities under so comprehensive a regulatory plan as that of the federal act.

A Huge Task

This, in brief, was the situation facing the commission two years ago when the act became effective. The magnitude and complexity of the task were staggering. The first problem was that of organization. The commission created the Bureau of Motor Carriers with both a Washington and a field force. At the outset, time was of the essence in many particulars. Not only was there urgent need for quick regulatory action because of the chaotic situation existing in the industry, but the act itself placed time limits upon certain things which had to be done within the periods stated. For example, applications for "grandfather" rights had to be filed within 120 days after the effective date of the pertinent sections of the act. No provision of the act could be postponed beyond April 1, 1936. The result was that the first few months were hectic, and before there was even time to perfect an organization anywhere nearly adequate for the task, a vast volume of work swamped the bureau. And after two years it is still swamped, although not nearly so badly as at first. The only policy which could be pursued under the circumstances was to do

* From an address delivered before the Association of Practitioners before the Interstate Commerce Commission, in St. Louis, Mo., on October 14.

first things first, as nearly as could be, and to leave others less urgent for some later time.

One of the first problems was to establish a policy of the Bureau of Motor Carriers upon the many new and urgent questions being asked by carriers and others, in order to establish a uniformity in the answers and advice given. For many problems there were no precedents. For others, precedents under state acts were insufficient or inadequate. Questions had to be answered before commission determination could be had; and so the practice was instituted of preparing and issuing administrative rulings of the bureau, over the signature of the director, all of which stated that the answers given expressed merely the opinion of the bureau and were made in the absence of authoritative decisions by the commission upon the points involved. As a whole, these rulings have worked out well. They have at least permitted all of the various parts of the bureau to go in the same direction at the same time, and have cleared up, at least tentatively, many moot questions. A total of 68 such rulings have been issued to date.

Joint Boards

The filing of applications for operating authority created the immediate problem of how they should be considered and determined at a minimum of time and expense. This problem was complicated by the introduction in the act of an entirely new and quite unique method of federal and state co-operation, which provided for the establishment of joint boards composed of members nominated by the states and appointed by the commission. Reference to such joint boards of certain stated types of proceedings is mandatory when the particular motor carrier operations involve three or less states, discretionary with the commission in other cases. There have been a total of 252 such boards created up to the present time. It is expected that there will be a total of 500 boards set up before the end of this year. The total number mathematically possible is an astound-

The matter of practice and procedure was immediately presented. Although the procedural provisions of the two acts are largely alike, the commission rules of practice did not entirely cover the new situation. For example, a proposed order of an examiner or a joint board automatically becomes an order of the commission unless exceptions are filed within 20 days of service, or unless the commission stays the order. The entire joint board machinery was new and untried. The vast number of proceedings and the need for quick action necessitated certain changes. Before anything was done in

this respect, however, many hearings were held, as experiments, to learn more about the facts of the problem. Finally the commission issued special instructions to care for the more urgent needs and peculiarities of the situation, which are intended to serve until there is a complete revision of all commission rules of practice.

Every effort has been made to facilitate the disposition of the many thousands of "grandfather" applications. In all such cases where no serious controversy appears, hearings are dispensed with and the applications are handled by investigations conducted by the field force, conferences with applicants and protestants and the informal creation of factual records. This is justified by the language of the statute itself and the fact that public convenience and necessity and consistency with the public interest need not be established in such cases. The only facts involved are the nature and extent of the operation conducted on June or July 1, 1935, whether the operation was bona fide, and whether it has continued to date. Out of these simple facts, however, have arisen a tremendous number of important and complicated questions.

The most urgent feature of the operating authority situation is the issuance of certificates and permits to "grandfather" applicants. In spite of the simplified procedure adopted, lack of sufficient personnel in the bureau has prevented as rapid progress as has been desired. To date, however, there have been completed 22,280 field investigations of "grandfather" applications. Of these, action has been taken of one kind or another in 15,925 cases, including withdrawals, dismissals and orders granting or denying the authority sought. There has been a total of 2,441 hearings on applications of all kinds, except those concerning unifications, securities issues and rate investigations and suspensions. The fact that there are now about 250 public hearings a month being held would seem to show such matters are being adequately cared for, but the further fact that applications requiring hearings are piling up at the rate of about 400 per month indicates a need for further simplification in procedure, further speed in action upon applications, and more help.

Rates

In the matter of rate regulation, tariff circulars were issued early in January, 1936, providing for tariffs and schedules of both property and passenger carriers. These were brief and the requirements were comparatively simple, because of the nature of the industry and its general unfamiliarity with tariff practices. The effective date of the sections of the act requiring rate publication was postponed from time to time until April 1, 1936. Since that date, however, there has been filed with the bureau a total of 162,334 tariffs, schedules, supplements and contracts. The mere administrative task of filing and handling this number of publications is evident; but when you consider the substantive phases of rate regulation, the prospect takes one's breath. The motor carrier rate structure is still largely a matter for the future.

The commission has jurisdiction over unifications of motor carriers quite similar to that which it has over those of rail carriers under Part I of the Interstate Commerce Act. Yet the type and variety of problems presented in motor carriers' transactions vary quite widely from those heretofore decided by the commission. There have been several hundred applications filed for commission approval of unifications of various kinds. Final orders which have been entered in such cases indicate quite clearly that the commission desires to prevent over-expansion and loss of flexibility in motor carrier opera-

tion, and that it is watching each case carefully to insure that the transaction is, and in the future will be, consistent with the public interest from all angles.

Rail Acquisitions

In the matter of rail acquisitions of motor carriers, two quite important cases are those known as the Barker case (1 M.C.C. 101) and the Alko case (5 M.C.C. 77). In the former, the commission approved the acquisition of the Barker Motor Freight Lines by the Pennsylvania, conditioning the approval upon the following:

- That an intermediate holding company be eliminated.
- 2. That the motor service be confined to that which is auxiliary and supplementary to the rail service, and in territory parallel and adjacent to the rail lines.
- 3. That the acquiring company divest itself of all lines not coming within the terms of the latter condition.

Later, in 5 M.C.C. 9, the commission further amplified its meaning by pointing out that approved operations are those auxiliary or supplementary to train service and that non-approved operations are those which compete with the railroad itself, or with an established motor carrier, or which invade to a substantial degree the territory already adequately served by another rail carrier. This has come to be known as the principle of the Barker

In the Alko case, approval was given of the acquisition by a subsidiary of the Pennsylvania of the Alko Express Lines, with conditions attached to the order similar to those in the Barker case. Some rail carriers apparently felt that, having met the higher degree of proof required of rail carriers in acquiring motor carriers than that required of motor carriers in acquiring other motor carriers, that is to say, having established that the transaction would promote the public interest rather than that it is merely consistent with the public interest, the motor line when acquired should be free to operate as any independent motor line and should not be tied down to a purely supplementary rail service. Others felt that there was discrimination in result between those truck operations now acquired by a rail carrier and those which, although owned by a rail carrier, were operating independently on the "grandfather" date contained in the act. For these reasons, the commission, by Division 5, reopened the Alko case and took further evidence on these points. The matter is now awaiting oral argument. All that can be said is that because of these circumstances, the Barker principle is not a firmly established one, but that the controversy is over one of the most important and far reaching points yet encountered.

Insurance and Safety

The provisions of the act concerning insurance and safety are manifestly of primary importance from the public viewpoint. Pursuant to the authority given in Section 215, the commission prescribed rules and regulations governing "security for the protection of the public" which were effective February 15, 1937. In these rules, the minimum limits of public liability, property damage and cargo insurance required of motor carriers were established, the forms of indorsement prescribed, and all motor carriers were prohibited from operating in interstate or foreign commerce unless and until the prescribed securities were filed and effective. In view of the great number of carriers, their preponderantly small size, their wide distribution, the varying and usually high cost of sound insurance, the wide dif-

ference in the insurance requirements of the several states, it is obvious what a complicated problem was presented for solution, and why the regulations were so late in being issued. The present task, which also is formidable, is the administrative one of handling the insurance filings, caring for lapses and expirations, enforcing the requirements, and watching carefully as to the need for future changes.

Safety Program

In the field of safety, many steps of importance have been taken, but the safety program at this time is just well begun. Rules and regulations have been issued, effective July 1, 1937, covering qualifications of drivers. rules for safe driving, and the parts and accessories necessary for safe operation. A fourth part of those rules, concerning the reporting of accidents, became effective April 1, 1937. It has been very gratifying to us to learn that a large number of states have adopted these safety rules. Sixteen states have adopted them in full, ten others in part, and all states have assured the commission that they will recognize all interstate carriers complying with them as exempt from compliance with conflicting state laws. Here is the first evidence of a growing uniformity in such requirements between the states, a consummation which has long been urgently needed. A further safety regulation requires carriers to file certain information concerning their drivers as of July 1, 1937. Hearings have been held on the subject of maximum hours of service of employees of carriers, proposed report and order in which was issued July 15, 1937. The matter is now pending before the commission on exceptions to the proposed order. The commission has also issued an order instituting an investigation into the matter of transportation of explosives and other dangerous articles, to supplement the regulations of November 5, 1934. Other matters are now under way. As in the matter of insurance, conflicting state requirements and the character of the industry itself magnify the complexity of all of these safety problems, but they are being taken up, one by one, and substantial progress is apparent in this field.

Many things have been left untouched, partly because of the tremendous size of the task, and partly because of the lack of enough people to do it. Accounts, which are an essential condition precedent to any real regulation of rates, are yet to be touched, although a good deal of preliminary work has been done toward the formulation of separate uniform systems of accounts for large and small carriers. Research and statistics have lain practically dormant. Identification of carriers is now being cared for by the issuance of motor vehicle plates, under commission regulations.

Enforcing the Law

In the enforcement field, there has been some considerable activity, in spite of a small force, although not nearly enough. The commission has authorized the institution of 140 civil and criminal cases. Of these, 84 have been started and 35 have been disposed of. Of the latter, the outcome has been successful from the commission's viewpoint in every one, with the single exception of one case lost as against one defendant in a joint prosecution of several defendants. The cases have been concerned mainly with rate and operating authority violations, for it has seemed impossible for us as yet to get very far into matters of insurance, safety, unifications and the rest.

Safety in Truck Operations

REMARKABLE record for safety in truck operations has been established by the Columbia Terminals Company of St. Louis, Mo., the trucking company which handles the interchange of all l.c.l. freight for the railways in the St. Louis terminal, as described in the Motor Transport Section of the Railway Age of August 22, 1936. In 1926, the trucks of this company were involved in 818 accidents, as compared with 53 in 1936, or a decrease of 93.5 per cent. In January, 1937, there was only one accident charged against a Columbia driver, while, in February of this year, a no-accident month was achieved. This remarkable and progressive improvement in safe driving is shown in the following table:

Year	No. of Accidents	Year	No. of Accidents
1926	 818	1932	 97
1927			
1928	 363	1934	
1929			
1930	 186	1936	 53
1931	 119		

The mainspring of this safety drive has been a "court of justice," consisting of 15 members, including supervisory officers and truck drivers, which meets regularly to consider each accident that occurs. The room where the committee meets has been fitted out with a miniature street layout, equipped with small models of every type of vehicle using the St. Louis streets. Each accident is re-enacted on this layout by the driver involved, who explains exactly what occurred. After examination of all the testimony and records, the committee decides whether the driver was at fault, and, if so, how the accident might have been avoided.

The results of the committee meetings are given wide publicity, by means of weekly safety leaflets mailed to the home of each driver. Supervisory officers, from the president down, check with the drivers from time to time each week to determine whether these pamphlets have been read, and the drivers frequently check with each other. It is also the duty of each committee member to call together a group of his co-workers and discuss the findings of the court of justice.

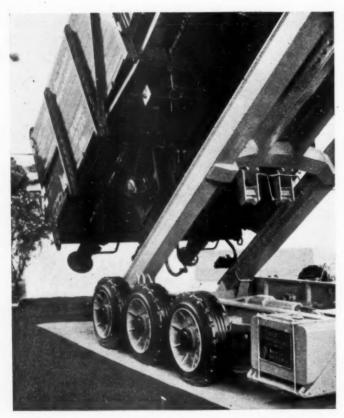
The company also pays a bonus of \$25 each year to each driver with a no-accident record for the 12 months, and a booklet is issued annually containing the photograph of each driver with a clear record. The booklet for 1936, just issued, shows 227 of the company's 350 drivers, to whom the company paid safety bonuses amounting to \$5,675. One of the drivers has a record of 11 consecutive years without an accident, and nine others have driven through the heavy St. Louis traffic for 10 years with no accidents charged against them.



Plant for Generating Acetylene and Distributing 1,600,000 Cu. Ft. of Oxygen and 400,000 Cu. Ft. of Acetylene per Month for Cutting and Welding on the New York Central at Ashtabula, Ohio

Railroaders Aid in Building

New system of express roads in Germany uses services of railway technical staff in construction



Lifting Mechanism of the Highway Truck Used for Handling
Freight Cars



From Horse-Cart to Highway Truck to Rail in Handling Milk in Germany

THE German government is actively engaged in the construction of a system of express motor highways, which will eventually link all Germany's important cities. Several sections of this network have been completed and are used by the railway company's automotive equipment.

Not only do the railways make use of these highways after they have been built, but they also play a major part in the planning and construction of the road system. The Reichsautobahnen Gesellschaft (Government Auto Ways Company) is in complete charge of road construction, and this company is a wholly-owned subsidiary of the German Railways, which have underwritten the entire stock issue of the Reichsautobahnen, amounting to 50,000,000 reichsmarks, or between \$18,000,000 and \$20,000,000.

The auto ways company plans the construction of some 4,500 miles of express motor highway in the next few years. Its board of directors includes a number of railway men. Of its permanent supervisory staff of nearly 5,000 men, one-fifth are railway officers furloughed to the Auto Ways for the construction period.

Other Rail-Highway Co-ordination

In addition to the close connection with the Auto Ways Company, the German railways continue to use rail-highway co-ordination on a large scale. High-speed bus service is maintained over those new express roads and other highways that serve as feeder routes for the railways, as well as on those paralleling the railway lines, to provide a more flexible service and eliminate local stops for through passenger trains.

A huge fleet of trucks has also been built up under the German Railways management. This equipment provides an elaborate and universal pick-up and delivery service. It is also widely used in station-to-station service and in handling freight to and from isolated communities not served by railways.

Storedoor Delivery of Freight Cars

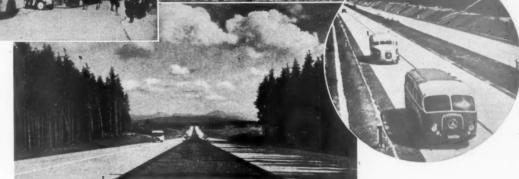
The German system of providing storedoor delivery of freight cars by loading the cars on special trailer chassis equipped with rails was described in the Railway Age of March 23, 1935, page 462. Since that time, the use of this means of rail-highway co-ordination has been greatly extended, following the excellent results attending the initial and largely experimental operations of a year or two ago.

All sorts of cars and commodities are handled in this manner, including passenger equipment, as for example, dining cars, which, on occasion, are moved over city streets from one local passenger station to another, to





Rail-Highway Co-ordination Scenes in Germany, the Two Lower Scenes Being on Stretches of the New Express Highways Built under the Supervision of the German Railway Engineers



Wide Variety Characterizes the Use to Which the German Railway Puts Its Highway Trucks







One of the Bays of the German Railways' Truck Garage and Repair Shop

avoid the complicated switching necessary for rail movement.

The number of services in which this expedient can be adopted has been greatly increased by provision of an arrangement on the trailer chassis for dumping the cars, as shown in the accompanying illustration, by means of a hydraulically-operated tilting platform that is lifted by a telescope member. This has permitted the storedoor delivery of cars loaded with bulk commodities that formerly moved by highway dump truck because of the labor and expense involved in manual unloading of freight cars at destination.

The Truck Chassis for Handling Freight Cars Over the Highways Is Also Equipped with an Unloading Device

Because of the shorter distances involved in transportation in Germany, highway competition had become a serious menace until a few years ago, when it was largely turned over to the railways. The latter are now developing the most efficient means of transportation for each shipment, whether it be by rail or by highway.

Along with the development of highway facilities and their co-ordination with railway facilities considerable attention is also being given to the promotion of safety on the highways. In this connection there has recently been developed in Germany a noiseless high-frequency motor horn to be used as a signal to the driver of a truck that he is about to be passed. This new device emits high-frequency waves which set in motion an electrical buzzer in the truck cab. A red tail-light on the truck indicates to the following car that the signal has reached the driver, who, by pressing a button changes the rear red light to green when he wishes to indicate that he may be passed, while a light in front of the truck is switched on to warn oncoming traffic.

Road-Rail in Burma

ODERN road building has penetrated to as distant a place as far-off Burma. However, as soon as roads were built through the jungle, suitable for truck operation, the Burman railways set up a co-ordinated rail-highway transport for express and less-than-carload freight, which was so efficient as to discourage competition. Highway competition did spring up, however, in the form of trucks carrying agricultural products, which, with their low rates and cheap labor, became a serious menace. It was discovered that, in order to make money at the low scale of rates charged, the trucks were being heavily overloaded, to a point where they constituted a considerable hazard to themselves as well as to all other highway traffic. The railway thereupon supplied the police department with three sets of portable wheel-weighers to cruise the highways in search of violations of the overloading law. One 3-ton truck was found loaded down with 7 tons. The series of fines and prosecutions which followed had a salutary effect and a chaotic transportation condition in Burma is being restored to something like normal.

NEWS

Oral Arguments In The R. E. A. Case

Agency contends its operations are under Part I of the Motor Carrier Act

Oral arguments in the case involving the status of Railway Express Agency operations under the Interstate Commerce Act were held at Washington, D. C., on November 22 before the Interstate Commerce Commission's Division 5. Contending that all of its operations are under Part I of the act the R. E. A. opposes the recommended findings of Examiner C. I. Kephart's proposed report to the extent that they would place some of its activities under Part II—the Motor Carrier Act.

The proposed report, which was abstracted in the Railway Age of August 21, page 242, recommended in general that R. E. A. should come under Part I but that truck operations under contract for railroads or outside of collection and delivery zones fall under Part II. At the November 22 argument the R. E. A. position that it is entirely under Part I was supported by its general solicitor—A. W. Hartung—and by R. S. Outlaw, general attorney for the Atchison, Topeka & Santa Fe, who appeared on behalf of intervening Western railroads. E. S. Brashears, appearing for American Trucking Associations, favored Motor Carrier Act regulation, as did counsel for other trucking interests.

Mr. Hartung described briefly the operating set-up of the Express Agency, stating that the outstanding characteristics of express service have always been a complete door-to-door service, using any available conveyance; an expeditious service; and personal custody. Motor vehicle operations, he explained, have expanded somewhat in recent years because of the necessity for continuing service where rail passenger train runs have been abandoned.

The express companies, Mr. Hartung continued, were brought under the Interstate Commerce Act in 1906, and he cited decisions wherein the commission had asserted jurisdiction over various aspects of the express service. There is now, he contended, no occasion for extending or increasing the regulation of either railroads or express companies—their regulation "is complete." In response to a question from Commissioner Eastman, Mr. Hartung said that he thought that air transportation conducted by express companies is subject to the commission's jurisdiction. At pres-

ent air-express rates are merely filed with the commission as information.

Mr. Hartung went on to warn of the confusion which he thought would result from the adoption of the examiner's recommendations; it would come, he said, in such matters as hours of service rules, accounting regulations, safety requirements, etc. He concluded with a reiteration of his contention that under Part I the commission has ample authority to regulate "anything done by us" no matter what mode of conveyance is used.

Mr. Outlaw reasserted for the R. E. A. case the position taken by the Western roads in the Scott Brothers case, i.e., that operations such as those under review are all under Part I. Mr. Outlaw's argument in the Scott Brothers case was reported in the Railway Age of November 20, page 740.

A. T. A. agrees with "counsel for the applicant that the examiner's report provides 'duality or variety of regulation where single regulation is needed'"; but, unlike the R. E. A. answer that regulation under Part II be eliminated. A. T. A.'s answer is "Equal regulation under the Motor Carrier Act of all its motor carrier operations as intended by the Motor Carrier Act."

The session also included arguments on the application of the Southeastern Express Company for a certificate to operate as a common carrier by motor vehicle between Charlotte, N. C., and Columbia, S. C.

I. C. Suburban Trains Collide

One passenger was killed and 25 were injured when an Illinois Central suburban train collided with the rear of an empty train at the 83rd street and Commercial avenue station at Chicago during the rush hour on the evening of November 22. The first train, a southbound express, was standing empty at the station after having discharged its passengers, when the second train ran into it.

Borah Would Prevent Rate Declaration by Congress

Senator Borah of Idaho introduced in the Senate on November 17 a resolution declaring it to be the sense of Congress that "it would be highly improper for Congress or any other institution, department or person to seek in any way to influence the action" of the Interstate Commerce Commission on the pending petition of railroads for increased rates. The Senator said that "it is being urged by interested parties, particularly the railroads, that Congress call upon the commission to increase freight rates."

R. B. A. Holds Its Largest Dinner

President of B. of L. F. & E. is speaker at annual meeting of association

With 2,057 members and guests present at the annual dinner of the Railway Business Association at the Stevens Hotel, Chicago, on November 18, a new high mark in interest and attendance at this function was established, exceeding the record of 1,700 made at the dinner in New York last year. The speaker this year was D. B. Robertson, president of the Brotherhood of Locomotive Firemen & Enginemen, whose address was published in the issue of last week.

At the annual meeting of the association, which was held on the same day following a luncheon, action was initiated looking to the creation of a transportation conference which would have as its objective the formulation of a "reasonable and inclusive" national transportation policy. Statements urging such action, which were reiterated by President Harry A. Wheeler in an informal address, were included in the report of the governing board and in a declaration of policy which was adopted unanimously by the membership.

Other action taken at the meeting, in addition to consideration of the regular business of the association, included the adoption of a declaration urging favorable consideration by the Interstate Commerce Commission of the railroads' plea for a 15 per cent increase in freight rates.

All officers of the association and members of the executive committee and of the governing board were re-elected or re-appointed. In addition to Mr. Wheeler as president, the officers of the association include the following: Assistant to president, Lewis C. Sorrell, professor of transportation, University of Chicago; vicepresidents, George E. Scott, president, American Steel Foundries, George H. Houston, president, Baldwin Locomotive Works, George W. Struble, assistant to vice-president, Bethlehem Steel Company, William C. Dickerman, president, American Locomotive Company, and William B. Given, Jr., president, American Brake Shoe & Foundry Company; and secretary-treasurer, P. Harvey Middleton. The executive committee of the association, consisting of 11 members, and the governing board, with 40 members, are composed of corporation executives who represent practically every phase of the railway supply industry.

In his remarks President Wheeler reviewed the work of the Transportation Conference, which was established by the association in 1933, and said that the work of that conference culminated this year in the publication of the two volumes on government ownership, written, respectively, by Prof. Sorrell and Mr. Middleton (both reviewed in the Railway Age of November 13).

Present conditions, continued Mr. Wheeler, point strongly to the need for a new Transportation Conference. The last clear statement of transportation policy in the United States, he said, was made in 1920 with the passage of the Transportation Act, which has been augmented from time to time by the enactment of transportation legislation. Since 1920, he continued, conditions affecting the railroads have been so altered by the development of outside competition and other factors that the Transportation Act of that year is no longer applicable, with the result that we do not now have a clear, codified policy of transportation. Therefore, he urged the creation of a new conference for the purpose of formulating such a policy.

Stating that the "existence of a national transportation policy is essential to agriculture, industry and public welfare, as well as to preserve efficiency and balance between the competing agencies constituting our transportation system," the declaration on this subject discussed the reasons why a transportation policy must be periodically brought up to date and declared that "if we are to retain private enterprise as the owners and operators of our transport facilities, it would mean that all private interests using and supplying transportation should, so far as possible, agree upon the terms of a policy and petition the government to approve and make them effective. . . .

"To this end we urge that a delegate conference of all of the chief interests involved be convened at the earliest practicable date upon the invitation of the Association of American Railroads to consider the necessity of formal action, and, if the need is recognized, to formulate the conditions, composition and tenure of such a conference as will be competent to present to the government a reasonable and inclusive policy for its consideration and effectuation."

Turner to Represent British Roads in N. Y.

C. M. Turner, long associated with the London, Midland & Scottish (Great Britain), has been appointed general traffic manager of the Associated British & Irish Railways, with headquarters at 9 Rockefeller Plaza, New York. In 1935 he visited the United States with J. B. Elliot, now assistant general manager of the Southern (Great Britain), and the present enlarged traffic organization of the association in New York, Chicago, and Los Angeles, Calif., is the outcome of his visit and recommendations.

Colonel Turner has had a long career with the London, Midland & Scottish, serving at Euston Station, London, as deputy

assistant for overseas and continental traffic. During the World War he acted as railway traffic officer at Salonica, Greece, and later as deputy assistant director of railway traffic, with the rank of major.

RAILWAY AGE



Courtesy of Associated British & Irish Rys.

C. M. Turner

He was subsequently appointed assistantdirector of railway traffic, member of the Inter-Allied Railway Commission in Turkey, and general manager of the Anatolian Railway, with the rank of lieutenantcolonel.

Southeastern Express Qualifies as Self-Insurer

The Interstate Commerce Commission, Division 5, has authorized the Southeastern Express Company to qualify as a selfinsurer under the provisions of section 215 of the Motor Carrier Act.

Hearings on Train-Limit Bill Set Tentatively for January 11

The House Committe on Interstate and Foreign Commerce has set January 11, 1938, as a tentative date for hearings before the full committee on the train-limit bill which passed the Senate at the last session of Congress.

Central Western Board Meeting

The Central Western Shippers Advisory Board will hold its thirty-seventh annual meeting at Cheyenne, Wyo., on December 8. Fred E. Warren, chairman of the executive committee of the Wyoming Stock Growers, will be one of the principal speakers.

Status of Crossing Program

The latest statement showing the current status of United States works program grade crossing projects reveals that as of October 31, there had been completed a total of 1,565 grade separations, 291 reconstruction jobs and 360 crossing protection projects. These cost an estimated \$133,895,583 of which \$131,210,785 was supplied from works program funds.

Work under way, including 382 separations, 75 reconstruction jobs and 369 protection projects, is expected to cost \$54,756,470 of which the works program funds

will supply \$53,065,665. Remaining projects approved for construction include 78 separations, nine reconstruction jobs and 363 protection projects, for which works program funds will supply \$5,477,274 of the \$5,961,615 estimated total cost.

Fire Destroys C. & E. I. Coach Shop

Fire of undetermined origin completely destroyed the 125-ft. coach shop of the Chicago & Eastern Illinois at Danville, Ill., on November 22. The loss will total several hundred thousand dollars, since the building valued at \$100,000 was completely destroyed, and machinery and tools and five coaches undergoing repairs were damaged.

Safety Congress to Be Held October 10-14

The next National Safety Congress will be held at the Stevens hotel, Chicago, on October 10-14, 1938. Nineteen thirty-eight will be the Silver Jubilee year of the council, which was organized 25 years ago at Chicago. The 1938 congress will have 200 sessions and more than 400 speakers.

New Haven Hearings Close

The Interstate Commerce Commission's hearings on the reorganization of the New York, New Haven & Hartford were completed on November 16, and Commissioner Mahaffie, who presided over the sessions, set January 15, 1938, as the date for the filing of briefs. The proceeding, Mr. Mahaffie said, will be handled as a proposed report case.

Western Railway Club to Hold Ladies' Night

The Western Railway Club will hold its annual ladies' night on December 11 at the Sherman hotel, Chicago. At 6 p. m., prefacing the dinner, a reception will be held at the exhibition hall. Dinner will be served at 7:30 in the grand ballroom. Stage entertainment and dancing will comprise the program.

Estimated Weights on Citrus Fruits

Examiner Paul O. Carter has recommended in a proposed report that the Interstate Commerce Commission find unduly prejudicial the estimated weights on shipments of citrus fruits in bags from Florida and Texas and in the Evans drum from Fiorida. The proposed report in No. 27741, Waverly Growers' Cooperative et al v. Akron Canton & Youngstown Railway Company et al, would also condemn as unlawful the defendants' failure to maintain estimated weights on shipments of citrus fruits in the ½-box bag from Florida and in the ½-ho- and ½6-box bag from Texas.

Santa Fe Issues Booklet for Use in Schools

Realizing the need for material on railroads and in order to simplify the fulfilling of numerous requests by teachers and students throughout the country, the public relations department of the A. T. & S. F. has compiled a 32-page booklet entitled *The Railroad*, which is designed for school use. With illustrations and text, the booklet portrays the romance and adventure of railway development and the

part it has played in the unification and growth of the country. One of the unique features of the contents is a division called Suggestions for Classroom and Home Projects, which embraces class discussion, research, model building, collections, creative writing, map work, lectures, and dramatic expression. The booklet was issued on November 15 and already the demand is far in excess of the supply.

Toronto Railway Club to Hold Annual Dinner December 4

The Toronto Railway Club will hold its seventh annual dinner on December 4 at the Royal York Hotel, Toronto, Ont., to commence at 7 p. m. The guest speaker will be S. W. Fairweather, director, Bureau of Economics, Canadian National, Montreal, Que. G. Roy Jones, assistant to general manager, Canadian Pacific Express Company, Toronto, will be the chairman. Tickets are \$3.50 per person.

New Orleans Board of Trade Favorable to Rate Increase

A resolution supporting the railroads in their application for a general increase in rates was adopted by the board of directors of the New Orleans Board of Trade, Ltd., on November 17. The resolution resolved, "that the New Orleans Board of Trade, Ltd., support the railroads in their application to the Interstate Commerce Commission for increased rates, with the understanding that they will be uniform throughout the country and not in excess of 15 per cent."

Investors Urge Exemption from Profits Tax

Exemption of railroads from the undistributed profits tax is being urged by the Railroad Shippers and Investors Conference in a petition sent to the house subcommittee on taxation, which seeks permission to present an amendment providing the exemption. The petition asserts that speedy reorganization of bankrupt carriers is impossible as long as the undistributed profits tax is imposed on earnings currently set aside for property improvement and debt retirement.

Ex Parte 123

The Interstate Commerce Commission has broadened its Ex Parte 123 investigation in connection with the railroad request for a 15 per cent increase in freight rates so as to include a similar petition filed by 13 water carriers operating to and from Atlantic, Gulf and Chesapeake Bay ports.

The Structural Clay Products Institute has issued a statement in connection with the rate-increase proposal, declaring that "an increase in freight rates on building materials will substantially further retard home building."

Carriers' New Jersey 1937 Tax Appeal Postponed

d

&

H

1-

Appeals of seven New Jersey carriers from state tax assessments for 1937, which were scheduled to be heard before the New Jersey Board of Tax Appeals on November 16, have been postponed until January. The postponement arises from the fact that tax

appeals by the same group of roads for 1934, 1935 and 1936 are still in the federal district court at Trenton, N. J., while decision has as yet been withheld by the district court of appeals at Philadelphia, Pa., regarding New Jersey tax assessments for 1932 and 1933.

Stainless Steel Exhibit Opens in N. Y. Museum

An exposition of stainless steel has opened for a period of several months in the New York Museum of Science & Industry, Rockefeller Center, New York. The exhibit, which is sponsored jointly by the Electro Metallurgical Company, Unit of Union Carbide & Carbon Corp., New York, and the museum, portrays the history, development, production, fabrication and uses of stainless steel products. Among the many fields of application receiving emphasis is that of transportation equipment.

In this connection, the "Shotweld" system of joining stainless steel in the manufacture of railroad rolling-stock is demonstrated by special operators, and sections of car structures are placed for inspection.

Virginia Central Abandonment; Correction

A news article reporting the proposed abandonment of the Virginia Central, which appeared in the Railway Age for October 30, page 620, erroneously attributed to this road the appellation "General Lee's life-line to the granary of the Confederacy." This distinction properly belongs to the original Virginia Central, operating between Richmond, Va., and Staunton, and now a part of the Chesapeake & Ohio. The Virginia Central which now seeks abandonment was incorporated in 1877 as the Potomac, Fredericksburg & Piedmont.

Seven Indicted on \$50,000 Rail Fraud Charges

Seven persons, including two women, a girl of 16, an attorney and three other men, were named by a grand jury at Chicago on November 17 in a true bill charging them with conspiracy to obtain a \$50,000 personal injury judgment against the Chicago, Indianapolis & Louisville. The damage suit was filed after an accident on April 16, 1935, near Michigan City when Rosemary Kieffer was crossing

the railroad tracks. An automobile struck the girl at the grade crossing, causing injuries which blinded her in one eye. Mrs. Frieda Hanief testified that she saw the automobile veer off the highway to avoid ties placed on the crossing by the railroad. Later, Mrs. Hanief admitted her testimony was perjured and Judge Paul A. McWilliams of Litchfield, who heard the trial in the Circuit court at Chicago, set aside the jury verdict last month.

Southern Governors Rate Complaint

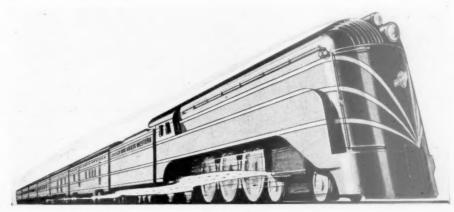
The Interstate Commerce Commission has denied various petitions and motions for a consolidation of No. 27655, Southern Class Rates, 1937, with No. 27746, The State of Alabama, et al v. New York Central Railroad Company, et al. latter is the complaint of the Southern Governors' Freight Rate Conference, alleging that the failure of the railroads in New England, Central Freight Association and Trunk Line territories to make joint rates to and from Southern territory on a level no higher than they make among themselves in other territories constitutes an unreasonable prejudice and disadvantage to the South.

N. J. Board Allows Rate Increases

New Jersey intrastate freight rate rises to conform with interstate rate rises authorized by the Interstate Commerce Commission in Ex Parte 115, will be effective December 1 by a decision of the New Jersey Board of Public Utility Commissioners rendered at a hearing on November 23 in Newark, N. J. This decision replaces an order of the board which suspended the rate increase until February 15, 1938 (see the Railway Age for November 20, page 738). No objections were offered at the hearing and a group of shippers spoke favorably of the rate rise. It is reported also that rate rises on certain commodities based on statutory notice will go into effect December 20, pending modifications of several outstanding orders of the board.

North Western to Have High-Speed Streamlined Locomotives

Speeds of 120 m.p.h. and streamlined construction will be the major features of nine locomotives which will be delivered to the Chicago & North Western by the



Courtesy of Chicago & North Western

Artist's Conception of the Outward Appearance of Nine High-Speed Streamlined Locomotives Which the North Western Will Use Between Chicago and Omaha, Neb., Next Year

American Locomotive Company in January. The locomotives are capable of speeds up to 120 m.p.h. and will haul 15 passenger cars with ease at 80 m.p.h. The total weight of each locomotive is 775,000 lb., 415,000 lb. for the locomotive and 360,000 lb. for the tender. The tender will have a capacity of 25,000 gal. of water and 25 tons of coal, which will be fed by stoker into the firebox. The driving wheels will measure 7 ft. in diameter and the tractive power will be 55,200 lb. The length of the locomotive will be 101 ft. 9¾ in.

Streamlining will be effected through the use of ½ in. light-weight steel which will cover the entire locomotive. The color will be Pullman green with a decorative band of gold. Present plans contemplate the operation of the new locomotives on passenger runs between Chicago and Omaha, Neb.

Dallas Traffic Club Elects Officers

The following have been elected officers of the Traffic Club of Dallas for the ensuing year: chairman of the board, S. D. Sparkes, freight traffic manager of the Missouri-Kansas-Texas; president, Frank A. Leffingwell of Leffingwell, Curry & Davis; first vice-president, Gus Schreiber, freight agent of the Missouri Pacific; second vice-president, E. M. Dosser, traffic manager of the Dr. Pepper Company; third vice-president, C. H. Pistor, assistant general freight agent of the Texas & Pacific, and secretary-treasurer, George Adamcik, traveling freight agent of the Northern Pacific.

Two Die in Derailment of N. & W. Passenger Train

Two persons were killed, three were seriously injured and 65 suffered minor injuries when Norfolk & Western main line passenger train No. 24, en route from Columbus, Ohio, to Norfolk, Va., derailed four miles west of Bluefield, W. Va., at 9 a. m. on November 20.

The front trucks of the tender, the second and third express cars and two coaches left the rails. The cause of the derailment has not yet been determined. The road reports that little interference with traffic was incurred. The westbound track was released at 1:40 p. m. and the eastbound rails at 9 p. m. on the same day.

Riveted Aluminum Alloy Tank Cars

The Interstate Commerce Commission, by Commissioner McManamy to whom the matter was assigned, has issued an order granting applications of the War Department and the Gulf Oil Company respectively for authority to construct and operate in experimental rail service 25 and five tank cars with riveted aluminum alloy tanks for the transportation of gasoline. The order in No. 3666, In the Matter of Regulations for Transportation of Explosives and Other Dangerous Articles, points out that the applications were "unanimously recommended by the Tank Car Committee and concurred in by the Bureau of Explosives, Association of American Rail-

The cars will be constructed in accord-

ance with shipping container specification 103AL, which is embodied in the order, including requirements of the A. A. R., reproduced as an appendix to the specification.

Fletcher Asks Fair Laws for Rail and Water

Equal regulation of railroads and water transport carriers was urged by R. V. Fletcher, general counsel of the Association of American Railroads, at the annual banquet of the Mississippi Valley Association at St. Louis, Mo., on November 22. The proposed plans for transferring the federal barge lines to a private agency is desirable from the railroads' viewpoint, he said, not because private operators would furnish less competition, but because the spectacle of a government competing with its citizens would be ended.

He told the association it should foster all forms of valley transportation, including railways, and that it should continue its efforts to defeat such make-work legislation as the 70-car train bill. This measure, he said, would increase highway hazards and railroad operating costs, without contributing the safety benefits to employees.

Qualls Named Assistant Director of I. C. C. Motor Bureau

Herbert Qualls, district director of the Interstate Commerce Commission's Bureau of Motor Carriers with headquarters at Nashville, Tenn., has been appointed assistant director of the Bureau with headquarters at Washington, D. C. He succeeds W. Y. Blanning, who was promoted to director when John L. Rogers left that position to become a member of the commission upon appointment by President Roosevelt. Prior to becoming associated with the I. C. C., Mr. Qualls was in charge of the Motor Carrier Department of the Tennessee Railroad and Public Utilities Commission.

Supreme Court Refuses to Review Damages Award to C. B. & Q.

The Supreme Court of the United States has denied the government's petition for a writ of certiorari in the case in which an inferior court awarded \$347,000 and interest to the Chicago, Burlington & Quincy for damages suffered by the carrier as a result of inundation of its property following the construction of a dam on the Mississippi river at Alma, Wis. By this action the Supreme Court signified its refusal to review the case and the decision of the lower court stands.

This is the second instance in which the Supreme Court has upheld the Burlington's contention that the government is liable for damage sustained by the railroad's property as a result of the construction of government dams along the Mississippi river. In the previous instance the United States District Court at St. Paul, Minn., awarded the Burlington \$269,000 and interest for damage incurred to its property when the construction of a dam across the Mississippi river at Hastings, Minn., resulted in the inundation of 4½ miles of the railroad's tracks. In this instance also

the Supreme Court refused to review the case. The dams involved in these suits are only two of 28 to be built as a part of the government's plan for providing a nine-foot channel in the upper Mississippi.

Supreme Court Orders

The Supreme Court, on November 22, announced that it had granted certiorari in the case of the National Labor Relations Board v. the Pacific Greyhound Lines, Inc. (a Southern Pacific affiliate), and that argument will be held on the case at an early date. The case involves the question of whether or not the company can be forced to withdraw recognition from an alleged company union, and is in many respects similar to the Pennsylvania Greyhound case which the Court has already agreed to reopen.

Also at the same session the Court denied certiorari in the case of the United States v. the Northern Pacific, a case in which the government was trying to avoid repayment of \$1,521,696 due to the railroad. The Court refused to pass on a judgment of the Court of Claims which had held that a partial payment made to the railroad in 1921 could not be reduced in the absence of fraud. The government had contracted in 1918 to pay the company \$30,130,000 annually during the period of federal control and had made partial payments on this account. It later contended that an examination indicated that the railroad was indebted to the government. The carrier paid its debt to the government and brought suit to recover the balance of the amount due it.

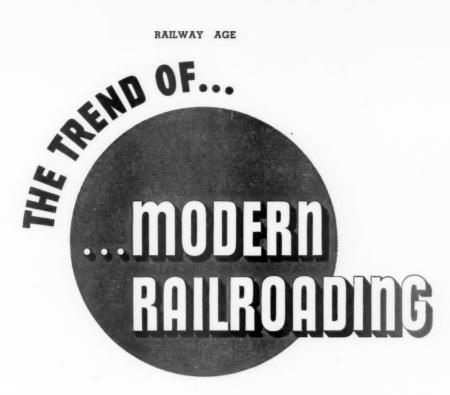
Commuter Fares into Pennsylvania Station, New York

Examiner William B. Wilbur has recommended in a proposed report that the Interstate Commerce Commission dismiss the complaint of residents of Perth Amboy, N. J., South Amboy and Oldbridge, with respect to commutation fares between those points and New York. The complainants attacked the supplemental charges which commuters are required to pay when riding to and from Pennsylvania Station, New York, instead of using the Pennsylvania's other terminals in that city.

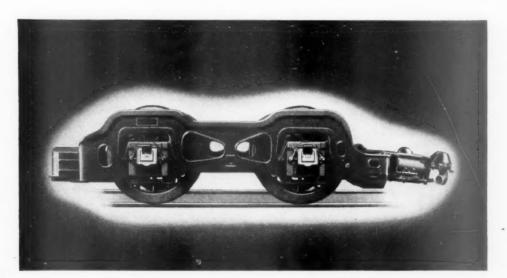
The examiner points out that the supplemental fares involved have been in effect since 1910 when Pennsylvania station was completed; that their status is merged with the P. R. R. New York Zone fare structure as a whole, and "consequently they should stand or fall with that structure." After a discussion of the issues from the latter standpoint Mr. Wilbur reaches his above-mentioned recommendation that the complaint be dismissed.

I. C. C. Investigation of Motor Vehicle Sizes and Weights

The Interstate Commerce Commission has instituted an investigation in the matter of regulations governing the sizes and weight of motor vehicles used by common and contract carriers in the transportation of passengers and by common, contract and private carriers in the transportation of property in interstate or foreign commerce. The order of investigation states



The automobile is a splendid example of balanced power. » » The low gear starts the load; the high gear moves it rapidly. » » Modern locomotives have this same advantage—The Locomotive Booster aids in starting a capacity train smoothly and quickly; then the main cylinders have ample horsepower capacity to haul it at high road speeds. » » This trend of modern railroading calls for a locomotive of minimum driving axle weight, minimum stresses on track, low maintenance costs and low costs for operation.



THE LOCOMOTIVE BOOSTER



FRANKLIN RAILWAY SUPPLY COMPANY, INC.

NEW YORK

CHICAGO

MONTREAL

that the inquiry, which is docketed at Ex Parte No. MC 15, has been instituted for the following purposes:

1. To enable the commission to make a report under the provisions of section 225 of the Motor Carrier Act on the need for federal regulation of the sizes and weight of motor vehicles and combinations thereof, and

2. To enable the commission to prescribe reasonable requirements under the provisions of section 204 of the act as to the sizes and weight of motor vehicles and combinations thereof insofar as they affect the safety of operation,

Locomotive Shipments

A total of 410 locomotives, including 297 steam and 113 Diesel-electrics, were shipped from the country's principal manufacturing plants during 1937's first 10 months, according to reports received by the Bureau of Census, United States Department of Commerce. All but six of these-five steam and one Diesel-were for domestic service. During the first 10 months of 1936 shipments totaled 108 locomotives including 64 steam and 44 Diesel-electrics, 10 of the former being ex-Unfilled orders at the end of October totaled 255 locomotives, including 201 steam, 26 electrics and 28 Dieselelectrics.

The Bureau's latest report, which covers' September and October, states that "the statistics for the total number of locomotives and for Diesel-electric locmotives for the period January, 1936, to August, 1937, have been revised as a result of correspondence with those reporting."

The foregoing figures do not include locomotives built by railroads in their own shops, or "self-propelled cars of any description."

Davis Claims Heavy Buying Will Follow Rate Rise

That recognition by the Interstate Commerce Commission of the need for a general increase in rates would be followed by heavy buying by the carriers was the prediction offered by J. M. Davis, president of the Delaware, Lackawanna & Western, speaking at a luncheon forum of the New York Traffic Club, held on November 23 in the Commodore Hotel, New York, in the first of a series of discussions to be led by railroad executives. Specifically, Mr. Davis said: "So soon as the railroads have surplus earnings, I am sure that they will go into the markets and make heavy purchases of new equipment and supplies of every kind, as they have done heretofore. Their inventories relatively are very low."

Reviewing the record, Mr. Davis recalled that the roads have invested \$8,000,000,000 in facilities and equipment since 1923, which sum constituted one-third as much as had been invested by the carriers during the preceding 100 years of their existence. Unfortunately, as Mr. Davis went on to say, the carriers have not been able to earn a fair return upon this heavy investment, attributing such failure to low rates and a reduced volume of traffic.

In his final appeal for fair dealing with

the roads, Mr. Davis argued that every citizen has a direct interest in the solvency of rail transport and expressed the opinion that most individuals recognize the importance of prosperous railroads, adding the thought: "I believe that they will see the merit of the current appeal for the increase in rates."

Rail Bombers on Trial

Forty-one persons indicted by the federal government for interfering with interstate freight and delaying the mail by conspiring to bomb trains hauling coal from mines in southern Illinois were brought to trial in the federal court at Springfield, Ill., on November 15. The bombing of trains began in 1932, coincident with labor difficulties between the Progressive Miners of America and the United Mine Workers of America. During the following three years 30 bombings took place, 16 on the Chicago & Illinois Midland, 4 on the Cleveland, Cincinnati, Chicago & St. Louis, 5 on the Chicago, Burlington & Quincy, and 5 on the Illinois Central. Following the United States government's investigation 41 persons were indicted in December 1936. The indictment blamed members of the Progressive Miners of America and charged the men with obstruction of the mail. In addition, 26 were alleged to have violated the federal anti-racketeering law. The defendants were charged with bombing trains to intimidate mines and railroads from transporting in interstate commerce coal not mined by the Progressives.

Transportation Association Urges Rates Increase

A resolution urging the Interstate Commerce Commission "to give the most expeditious and liberal consideration of the rail and highway carriers' need for increased revenue" was adopted by the board of directors of the Transportation Association of America at its annual meeting on November 16. The resolution stated that both rail and highway carriers are burdened with increased operating expenses to the extent that they threaten their solvency. J. A. Gordon, president of the association, was granted authority to appoint a three or five-man committee to present the resolution to the Interstate Commerce Commission and to the public.

The board of governors of the association, at the meeting, re-elected the present board of directors and added five new directors to the board. Those elected are Fred A. Poor, president of Poor & Company, Chicago; Dr. Glenn Frank, publisher of Rural Progress and former president of the University of Wisconsin; Frank A. Theis, president of the Symonds, Shields, Lonsdale Grain Company, Kansas City; Fred E. Warren, Cheyenne, Wyo., and Mark M. Jones, economist and vice-president of the Transportation Association of America, at New York.

Motors by Mass Production Methods in "Motor Aisle"

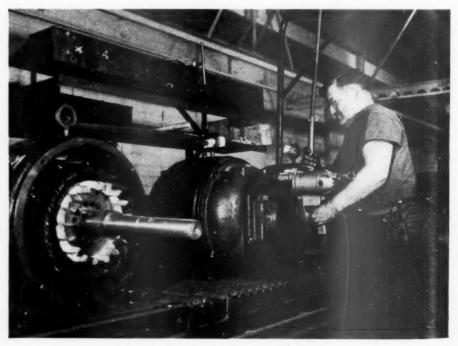
Mass production methods are now employed by the Westinghouse Electric & Manufacturing Company for manufacturing induction motors in sizes from 1 to 50 hp. A "motor aisle" designed by George S. Ryan, superintendent, motor division, reduces costs and improves quality by operating on the principle of bringing the work to the man.

An area of 197,000 sq. ft. of floor space for the aisle was obtained by roofing over an open court. Raw materials, including castings, magnetic sheet steel, axle steel, insulated wire, cotton tape, paints and varnishes, are brought to one end of the building by rail and the finished motors are delivered to road trucks and railroad cars at the opposite end. The motors in

I th

tl

di



Brackets Are Applied with a Power Wrench as the Motors Proceed Along the Conveyer in a new "Motor Aisle" Devised by Westinghouse

various stages of completion are moved from one operation to another by gravity-roll conveyers, assisted by chain conveyers, power-driven booster belts and sections of live-roll conveyer. The use of cab-operated cranes is limited to the handling of raw materials and crated motors. Shop operations include the machining of frames, brackets and shafts, the punching and assembly of stator and rotor laminations, the winding of stators, casting of rotor squirrel cages, assembly of parts, dipping and baking, painting, testing and crating.

Club Meetings

The Pacific Railway Club will hold its annual holiday entertainment on December 9 at the Palace hotel, San Francisco, Calif. The entertainment will feature an original farce written and presented by associate members of the organization.

The Canadian Railway Club will hold its next meeting on December 13 in the York Room, Windsor hotel, Montreal, Que. H. S. Clarke, engineer maintenance of way, Delaware & Hudson, will be the

speaker of the evening.

The New England Railroad Club will hold its next meeting on December 14 at the Hotel Touraine, Boston, Mass. A dinner will be served at 6:30 p. m. The program afterward will consist of a paper entitled "Progress and Possibilities in Railroad Safety" to be presented by T. H. Carrow, superintendent of safety, Pennsylvania.

The Eastern Car Foreman's Association will hold its next meeting on December 3 in the Engineering Societies building, 29 W. 39th street, New York. At that time, Leonard Grisbaum, Railway Service and Supply Corporation, Indianapolis, Ind., will present a paper entitled "Railroad Lubrication, Including Freight Cars, Passenger Cars and Locomotives." Slides will illustrate the presentation.

Railroad Exhibits Feature "N. J. Transportation Week"

As part of "New Jersey Transportation Week," held in Newark, N. J., November 6 to 12, the Pennsylvania sponsored a track exhibit of old and new rolling stock, on a reserved track in its main Newark passenger station. The feature historical exhibit was the 100-year-old No. 3 passenger coach of the Camden & Amboy (now part of the Pennsylvania System). Known as the original "John Bull" coach, the car rests on four wheels and weighs 14,250 lb. Passengers were afforded the opportunity of passing through its aisle, illuminated by two candles placed in the corners of the car, and were privileged to test the "comfort" of its cushioned "walk-over" seats.

The latest types of freight and passenger equipment were also open for inspection. During the exhibit, 8,734 persons inspected the modern sleeping-car placed on display by the Pullman Company.

As a supplement to the track exhibit, the Association of American Railroads set up the traveling "panorama" display which it first introduced at the June mechanical division convention at Atlantic City, N. J. Booklets of facts pertaining to the American carriers, entitled "Do You Know?"

and recently published by the association, were made available for distribution.

British Railway Paper Marks 100 Years of Weekly

The "Railway Times," first British weekly publication dealing with railway matters and a direct predecessor of our British colleague, the Railway Gazette, was first issued on Sunday, October 29, 1837. The Sunday publication date arises from the fact that the paper was planned as a general weekly publication "with a railway bias," and was published in the size and to the specifications of a popular newspaper. A year later this "hybrid" editorial policy was abandoned and, beginning with the issue of January 13, 1838, the "Times" changed its date of publication to Saturday and its function to that of a strictly railroad journal.

To commemorate the centennial of its constituent paper, the Railway Gazette, in its issue of October 29, publishes a facsimile of the first heading of the Times and a reprint of the first editorial printed therein. This reveals that the "Railway Times" was intended to dispel the "confused and vague notions, in reference to Railway matters," which the public entertained, asserting with conviction that "the real merits of Railways will not fail to be appreciated so soon as they are properly understood." It is added that, although railway matters were to receive prominent attention, due regard was to be given to politics, science, art, literature and the

A.A.R. Holds Fall Meeting

The regular fall meeting of the Association of American Railroads was held at Chicago on November 19. At this meeting the members adopted a resolution increasing the board of directors from 15 to 18 members. This increase will allow one additional member to be appointed from each of the Eastern, Western and Southern districts. The members of the board for the coming year, except for the additional members from each of the three districts vet to be appointed, are as follows: I. I. Pelley, president, Association of American Railroads, ex officio chairman; M. W. Clement, president, Pennsylvania R. R.; C. E. Denney, president, Erie; E. S. French, president, Boston & Maine and Maine Central: Daniel Willard, president, Baltimore & Ohio; F. E. Williamson, president, New York Central System; L. W. Baldwin, chief executive officer, Missouri Pacific; S. T. Bledsoe, president and chairman, executive committee, Atchison, Topeka & Santa Fe; Ralph Budd, president, Chicago, Burlington & Quincy; E. M. Durham, Jr., chief executive officer, Chicago, Rock Island & Pacific; C. R. Gray, vice-chairman, board of directors, Union Pacific; Hale Holden, chairman, Southern Pacific; L. A. Downs, president, Illinois Central System; Geo. B. Elliott, president, Atlantic Coast Line; J. B. Hill, president, Louisville & Nashville.

The members also adopted a resolution extending to July 1, 1938, the effective date for the rule prohibiting the acceptance in interchange of freight cars equipped with arch bar trucks. Mileage or per diem will

not be paid after April 1, 1938, for cars equipped with arch bar trucks. The change in the effective date was made with the belief that there is justification for some reasonable extension. There still remain in serviceable condition upon United States railroads 98,112 freight cars or 5.7 per cent of railroad ownership and 20,511 cars or 7.1 per cent of privately owned freight cars that are equipped with arch bar trucks.

The resignation of L. W. Wallace as director of the division of engineering research of the association, effective December 1, was announced at the meeting. Mr. Wallace will become director of engineering and research of the Crane Company, Chicago. The work heretofore carried on by Mr. Wallace will be continued under the direction of the mechanical and engineering divisions.

Western Roads Ask Passenger Fares Increase

The Western railroads, on November 23, asked the Interstate Commerce Commission for authority to make, on five days' notice, further upward adjustments in various types of passenger fares. The roads also asked the commission to allow them to make the new rates effective January 1, 1938, or as soon thereafter as possible, but not later than March 1, 1938. These increases are in addition to the recent increase in straight passenger coach fares from 1½ cents a mile to 2 cents a mile.

The new adjustments, which are estimated to produce around \$2,500,000 annually in additional revenue, will still be within the maximum limits set by the commission in its general passenger fare reduction order of June, 1936. The new

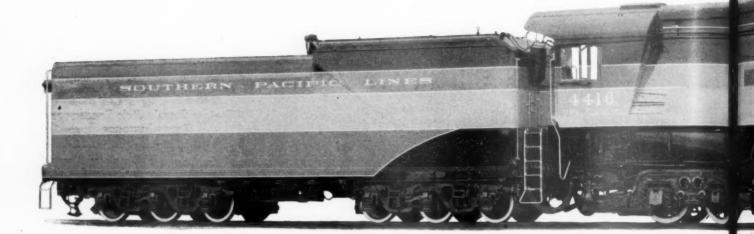
adjustments are as follows:

Intermediate class fares to be increased from 2 cents to 2½ cents a mile; round trip 30-day coach fares to be increased from 180% to 190% of the straight 2 cents a mile coach rate; round trip 30-day intermediate class fares to be increased from 180% to 190% of the new one-way intermediate class fares; the six-months limit first class round trip fare to be increased from one and two-thirds to one and five-sixths of the one-way first class fare; the all-year first-class fare to be increased 10%; the one way transcontinental fare to be increased 14½%, and the round trip transcontinental fare to be increased 13.34%.

Northland Greyhound Acquisition Plea Denied by I.C.C.

The Interstate Commerce Commission, upon reconsideration, has affirmed a decision of its Division 5 denying the application of the Northland Greyhound Lines, affiliate of the Great Northern, for authority to purchase the Minneapolis, Minn.-Chicago operating rights of Sioux The commission pointed Limited Lines. out that all but two segments of the Sioux route are duplicated by Northland operations, and added that those two segments "are located a substantial distance from the nearest point on the railroads, are in territory served by other rail carriers, and there is an absence of evidence as to how operation over such segments would ena-

AGAIN LIMA BUILT POWERF



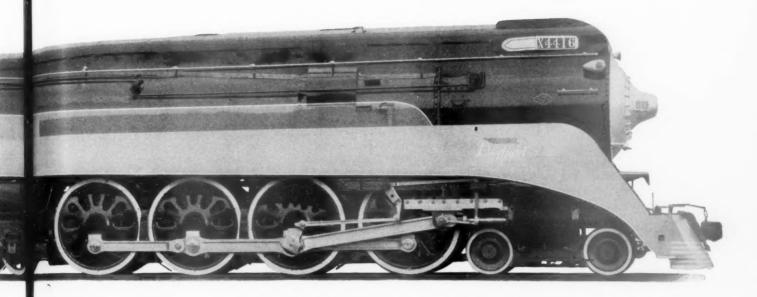


	WEIGHTS IN	WORKING OR	DER, POUNDS		
On Drivers	Eng. Truck	Trailer Truck	Total Engine	Tender Loaded	
267,300	83,300	Front 49,500 Rear 59,900	460,000	00 372,880	
WHEEL BASE		TRACTIVE EFFORT			
Driving	Engine	Eng. & Tender	Main Cylinders 62.800		
21′ 6″	47' 8"	95′ 10½″	With Booster 75,000		
BOILER		CYLIN	DERS	DRIVING WHEEL	
Diameter	Pressure	Diameter	Stroke	Diameter	
86"	280 lbs.	26"	32"	80"	

LIMA LOCOMOTIVE WORKS INCORPORATED

LIMA LO

RIFOR THE SOUTHERN PACIFIC



Daylight

Fourteen of the above locomotives are now being delivered by Lima to the Southern Pacific Company. » » » These locomotives are similar to the six built by Lima a few months ago, but have larger diameter drivers, greater boiler capacity and higher boiler pressure.

LIMA OCOMOTIVE WORKS, INCORPORATED

ble the railroad to use service by motor vehicle to public advantage in its operations."

Commissioner Lee wrote a separate expression of concurrence in which Commissioner Caskie joined. He believed that "the proposed acquisition should be denied, irrespective of applicant's rail affiliation, for the reason that the evidence shows that the acquisition would not be consistent with the public interest." He pointed out that "applicant and vendor operate the only through bus routes between Minneapolis and Chicago by way of Wisconsin"; and the proposed transaction would have eliminated competition and also the 20 per cent lower fare charged by Sioux.

N. E. Governors Ask Further Trusteeship of Pennsy Holdings

Responding to a letter sent them on October 13 by President Clement of the Pennsylvania offering to trustee Pennsylvania stock holdings in the New Haven Railroad (reported in the Railway Age of October 23, page 588), the governors of the six New England states have made known their opinion that such a move is only a "partial step to accomplishing a settlement of the New England railroad problem and a successful re-organization of the New Haven." They ask that, in addition, the stock of both the New Haven and the Boston & Maine railroads held by the Pennroad Corporation and the Boston & Maine stock held by the Boston Railroad Holding Company also be trusteed. Pennroad is a holding company, the stock of which was originally sold to Pennsylvania shareholders, while the entire voting stock of the Boston Holding Company is owned by the New Haven.

In the text of their joint letter to President Clement, the governors state:

"It is our view that the trustees selected to hold the stock owned by the Pennsylvania Railroad in the New Haven Railroad should likewise hold the stock owned by the Pennroad Corporation in the New Haven, and that different trustees, representing the public interest of the states served by the Boston & Maine should be chosen to hold the stock owned by the Pennroad Corporation in the Boston & Maine."

I. C. C. Announces Plan For Savannah & Atlanta

Division 4 of the Interstate Commerce Commission has announced a plan of reorganization for the Savannah & Atlanta which differs only slightly from the plans proposed by the debtor and the examiner of the Bureau of Finance. Under the plan as promulgated by the commission, the immediate capitalization of the debtor will be as follows: A maximum outstanding secured loan from the Reconstruction Finance Corporation of \$1,700,000; and 12,590 shares of preferred stock with a par value of \$1,259,000; and 10,000 shares of common stock without par value. The preferred stock will be issued on the basis of \$1,200 par value for each \$1,000 Brinson Railway bond and \$240 par value for each \$1,000 Savannah & Atlanta bond.

The preferred stock, under the commission's plan, will be entitled to receive divi-

dends of \$5 a share per year and no more before any dividends will be paid, or set aside for payment on the common stock. For the first three year period commencing on the first day of the month in which the preferred stock is issued the dividends will be payable annually and be cumulative in any and all of these three years only to the extent of an amount equal threefourths of the net earnings for such dividends after interest and Federal taxes and after the deduction of \$100,000, subject to the maximum yearly dividend of five per cent of the par value of the stock. After the first three years following the date of issuance of the preferred stock, dividends will be fully cumulative.

The next step in the reorganization of this company will be the submission of this plan to the various creditors for their approval or rejection.

Motor Carriers Oppose Application of Rail-Highway Operator

Application for a certificate of convenience and necessity made by the Motor Rail Company, Jersey City, N. J., met the opposition of the Middle Atlantic States Motor Carrier Conference at an Interstate Commerce Commission hearing held before Examiner Naftalin on November 22 in the Hotel New Yorker, New York. The applicant, incorporated as a common carrier of general commodities by highway, and engaged, prior to 1932, in such operation exclusively, in that year inaugurated a service whereby it consolidated shipments into carload lots and shipped them via the Pennsylvania between New York, Philadelphia, Pa., Baltimore, Md., and Washington, D. C., and intermediate points. The company reserved, however, the right to transport over the highway at will, as before, and made no mention in its tariffs of its function as a shipper by rail.

The applicant seeks a certificate as a highway operator under the "grandfather clause" of the Motor Carrier Act. The motor carrier conference opposes chiefly the granting of the right to operate over the highways between New York and Baltimore, contending that Motor Rail forfeited such highway rights over this route when it undertook to convey by rail the bulk of its shipments between these points.

F. J. Clark, representing the applicant, argued that Motor Rail was handling shipments over the highways, as well as via the Pennsylvania, between the points specified in the application prior to June 1, 1935, and is therefore entitled to a motor carrier certificate under the "grandfather clause."

New Mexican Station

On the Mexican independence day, September 16, the new Buenavista station of the National of Mexico in Mexico City was opened to the public with elaborate ceremonies. More than 30,000 people inspected the new facilities and listened to an address delivered on behalf of the president by Eduardo Suarez, secretary of finance

The new station is the most modern in that country and will handle all passenger trains entering and leaving Mexico City, with the exception of the narrow-gage trains of the Interoceanic. The large Colonia station is now closed, and all the 16 trains entering and leaving the Mexican capital daily will use Buenavista station. The coach yard layout comprises 5 miles of tracks, and 16 tracks, governed by a modern interlocking plant, serve the inbound and outbound trains. The station building, in addition to the passenger facilities, provides space for a number of system and divisional offices.

In his address, Mr. Suarez said:

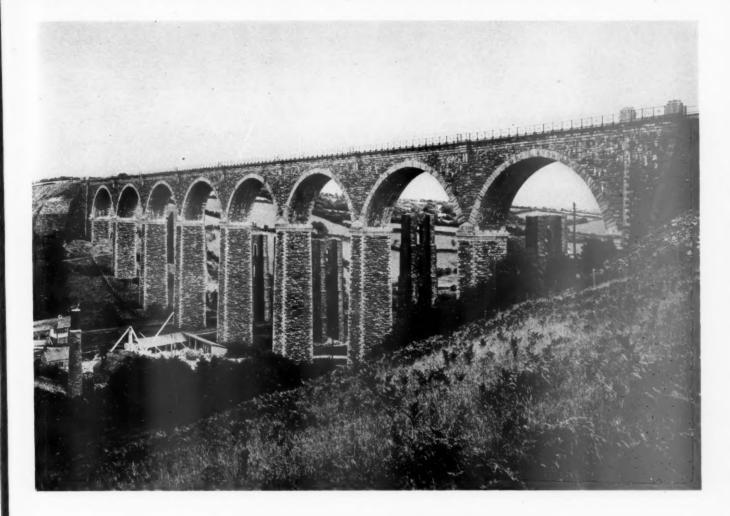
"The construction of this station is part of the general plan of reorganization. In the past two years, during the present administration, \$47,000,000 has been spent by the railway, \$16,500,000 of this representing increased wages, \$20,000,000 for equipment and construction, and the rest for overdue payments of taxes and other debts.



Part of the Crowd Attending the Opening Ceremonies of the New Buenavista Station in Mexico City

nd

NO. 42 OF A SERIES OF FAMOUS ARCHES OF THE WORLD



MOORSWATER VIADUCT ENGLAND

This stone viaduct, on the line of the Great Western Railway, England, is constructed entirely of masonry with eight openings, each an 80-foot span with semi-circular arches. It is 800 feet in length and 146 feet high to rail level. A unique feature of this viaduct is that the spandrels are lightened and strengthened by means of relieving arches running longitudinally, the

two uppermost relieving arches being carried across the crowns of the main arches. » » Modern high speed train operation demands all the boiler horsepower the firebox can produce. The Security Arch is essential to full boiler capacity and at the same time it assures full fuel economy.

THERE'S MORE TO SECURITY ARCHES THAN JUST BRICK

HARBISON-WALKER REFRACTORIES CO.

Refractory Specialists



AMERICAN ARCH CO.

Locomotive Combustion Specialists » » »

"The development of this program will, in the future, be in the hands of the Mexican people who will carry out the ideals of social economy and abolish the purely materialistic interests."

Freight Car Loading

Loading of revenue freight for the week ended November 13, totaled 689,614 cars, a decrease of 42,531 cars or 5.8 per cent below the preceding week, a decrease of 95,366 cars or 12.1 per cent below the corresponding week in 1936 and a decrease of 139,409 cars or 16.8 per cent below the same week in 1930. All commodity classifications except coal and live stock showed decreases under the preceding week, while all commodity classifications except grain showed decreases under last year. The summary, as compiled by the Car Service Division, Association of American Railroads, follows:

Revenue Freight Car Loading

Hevenue /	reight C	ar sodam	3
For Week End	ed Saturda	ay, Novemb	er 13
Districts	1937	1936	1935
Eastern	144,670	161,421	134,740
Allegheny	126,418	151,124	118,615
Pocahontas	51,244	58,588	47,262
Southern	102,295	110,686	89,857
Northwestern	85,417	111,987	81,516
Central Western.	119,750	125,660	103,741
Southwestern	59,820	65,514	53,997
Total Western			
Districts	264,987	303,161	239,254
Total All Roads.	689,614	784,980	629,728
Commodities			
Grain and Grain			
Products	38,701	33,943	29,132
Live Stock	18,510	22,618	17,159
Coal	143,333	157,744	122,409
Coke	7,051	11,072 :	7,120
Forest Products.	27,507	34,506	26,029
Ore	17,567	34,780	13,901
Merchandise			
1.c.l	161,408	167,037	158,934
Miscellaneous	275,537	323,280	255,044
November 13	689,614	784,980	629,728
November 6	732,145	759,615	654,947
October 30	771,655	814,514	681,998
October 23	773,353	816,242	710,621
October 16	809,944	826,525	732,304
-			

Cumulative Total, 46 Weeks ...34,477,923 31,815,586 27,961,810

In Canada.—Car loadings in Canada for the week ended November 13 totaled 54,597 which was a decrease of 2,390 from the previous week's total and 2,263 from the total of the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

Total for Canada:	Total Cars Loaded	Total Cars Rec'd from Connections
November 13, 1937 November 6, 1937 October 30, 1937 November 7, 1936	54,597 56,987 59,689 56,860	26,355 26,978 27,104 26,776
Cumulative Totals for Canad	da:	
November 13, 1937 November 7, 1936 November 9, 1935	2,139,499	1,196,113 1,045,489 958,501

Ten-Months Equipment Installation

New freight cars placed in service by the Class I railroads in the first 10 months this year totaled 62,911, the largest number for any corresponding period since 1930, according to the Association of American Railroads. In the same period last year, 34,113 new freight cars were put in service, and 4,792 in the same period two years ago. New freight cars put in

service in the first 10 months of 1930 totaled 73.887.

Of the new freight cars installed so far this year, coal cars totaled 32,491; box cars, including both plain and automobile, 24,210; refrigerator cars, 4,151; flat cars, 1,642; stock cars, 274; and miscellaneous cars, 143.

Class I roads in the 10 months also installed 305 new steam locomotives and 52 new electric and Diesel locomotives, the number of new steam locomotives put in service being greater than for any corresponding period since 1930. In the same period in 1936, 73 new steam locomotives and 27 new electric and Diesel locomotives were installed, and 31 steam locomotives and 102 electric locomotives, in the same period in 1935.

New freight cars on order on November 1, totaled 18,305 compared with 14,068 on November 1, last year, and 6,433 on November 1, 1935. New steam locomotives on order on November 1 totaled 181, compared with 67 on the same date one year ago, and 14 on the same date two years ago. New electric and Diesel locomotives on order on November 1 totaled 35, compared with 10 last year and three, two

years ago.

New freight cars and locomotives leased or otherwise acquired are not included in the above figures.

Proposed Reports on Four S. A. L. Truck Applications

Four proposed reports of joint boards considering motor carrier applications of the Seaboard Air Line have been filed with the Interstate Commerce Commission. The reports recommend denial of the certificates sought in two cases and favorable action on the other two.

In the latter, heard by Joint Board No. 2, composed of R. O. Self of North Carolina and J. C. Darby of South Carolina and Joint Board No. 177, composed of Mr. Darby, certificates would be granted respectively for a common carrier trucking service between Hamlet, N. C., and Columbia, S. C.; and for a like service between Gaston, S. C., and Garnett.

Joint Board No. 177 handled another of

Joint Board No. 177 handled another of the cases in which it recommends denial of a certificate for a common carrier trucking service between McBee, S. C., and Sumter. It found that the Seaboard had "had failed to show a demand or need for the new service," in the face of evidence as to the amount of traffic available in the territory, and the applicant's failure to "show material operating economies which would result."

In the fourth case Joint Board No. 7, composed of Stanley Winborne of North Carolina and H. Lester Hooker of Virginia, recommend denial of a certificate for operating as a common carrier trucker between Richmond, Va., and Henderson, N. C. This board asserted that the motor carrier service available over this route "is reasonably adequate for the needs of the public." It concedes that "shipments now moving by rail probably would move more expeditiously and economically by the proposed truck service of applicants and some benefit to the public might result thereby"; but "applicants have not

seen fit to establish such an auxiliary and augmented service in the past and independent motor carriers have established their services to meet the needs of the public. It would be manifestly unfair to permit the establishment of further services to the detriment of these carriers without giving consideration to their rights and the much needed service which they have supplied to the public."

B. & M. Announces "Locomotive Namers"

Six girls and 14 boys, all New England and New York state school children, have been announced by the Boston & Maine as the winners in the "locomotive naming contest" conducted by the road during October, in which more than 10,000 youngsters sought the honor of having their selection as well as their own personal name and the name of the school they attend placed on one of 20 locomotives, which are to be named permanently. The board of judges was composed of J. N. Pringle, Commissioner of Education of New Hampshire; John Noble, of the law firm of Loring, Coolidge, Noble & Boyd; C. E. Fisher, president, Railway & Locomotive Historical Society; D. C. Goodwin, national president, Railroad Enthusiasts; and G. H. Locke, retired veteran engineman of the Boston & Maine.

The winners, their mothers, and their school teachers will be invited to a celebration at North station, Boston, Mass., on December 11, when the first of the locomotives to be named will be christened with appropriate ceremonies.

In their selection of the winning names, the judges decided to eliminate from the group any which, so far as they knew, had been applied to locomotives in the days when railroad men selected names for their engines. Their announcement explained: "We have selected names which we believe are typically New England, which typify New England traditions, and one or two which, we hope, will provide that which is too often missing from business lives today, the quiet chuckle and a smile"

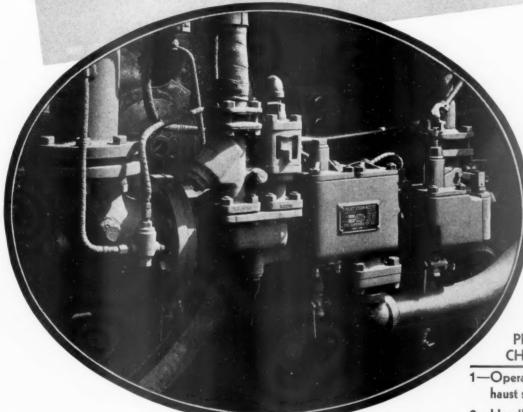
The winning names in the order of selection were: "Allagash," "Greylock,"
"Constitution," "Peter Cooper," "East Wind," "Endurance," "Hannah Dustin,"
"Ye Salem Witch," "Oliver Wendell Holmes," "Lily Pons," "Intrepid," "Bee and Emma," "Powwow River," "Camel's Hump," "Roger's Ranger," "Cardigan,"
"The Bumble Bee," "Kwasind," "Little John," "Old North Bridge."

Export Bills of Lading Rules in South

Examiner J. Edgar Smith has recommended in a proposed report that the Interstate Commerce Commission require certain modifications of the proposed regulations before it lifts the suspension on tariffs publishing new export bills of lading rules for application at South Atlantic ports. The examiner would raise the proposed time limitation from 10 to 15 days and also provide safeguards against the use of railroad equipment for storage of merchandise.

In substance, the examiner explains, the

Performance Characteristics of the Elesco Exhaust Steam Injector



More than 20,000 exhaust steam injectors have been applied to locomotives throughout the world.

PERFORMANCE CHARACTERISTICS

- 1—Operates on low pressure (exhaust steam).
- 2-Handles suction water 105° F.
- 3-Wide range of operation.
- 4-No continuously moving parts.
- 5—Delivers hot water to boiler at all times.
- 6—Fuel and water saving 8%-12% or an equivalent increase in boiler evaporation.

THE SUPERHEATER COMPANY



e r

d,

i-

ist i,"

ell

ee

l's

tle

In-

guon

adntic

lays

the

of

the

page

A-1190 Representative of AMERICAN THROTTLE COMPANY, INC.
60 East 42nd Street, NEW YORK 122 S. Michigan Ave., CH

2nd Street, NEW YORK 122 S. Michigan Ave., CHICAGO
Canada: THE SUPERHEATER COMPANY, LTD., MONTREAL

Superheaters « Exhaust Steam Injectors « Feed Water Heaters « American Throttles « Pyrometers » Steam Dryers

proposed rules forbid the issuance of through export bills of lading at points of origin "more than ten days prior to due date of ship's sailing," which date must first be ascertained; and they also forbid the exchange of domestic bills of lading for through export bills of lading, at the ports, when the "date of ship's arrival at the port" is "more than ten days from date of domestic bill of lading." ports affected are all South Atlantic ports from Norfolk, Va., and nearby Hampton Roads ports, excepting Norfolk and Newport News, Va., when served by the Norfolk & Western and Chesapeake & Ohio, to and including ports on the Florida eastern coast, and all Gulf ports from Florida as far west as Lake Charles, La. The territories embracing points of origin affected are southern and Carolina territories, including Ohio River crossings and Virginia, Kansas and southern Missouri.

There are now no tariff rules effective on traffic in this territory governing the time-limit for the issuance, or exchange of export bills of lading, excepting those of the Mobile & Ohio and the Southern. These carriers have rules restricting such issuance, or exchange, to 30 days and 15 days, respectively. All other carriers, between points of origin in this territory and the ports indicated, have attempted to cover the situation by circulars to their agents and employees; which circulars, "not on file with this commission, did not and do not have the legal force of tariffs."

"Very naturally," the examiner adds, "with the gate left wide open to car-storage of merchandise intended for export at the expense of the carriers at the ports, many abuses arose, and some still exist. The rules here suspended were proposed in an attempt to stop these abuses of carrier equipment. As the record developed there is little, or no, protest or question of these rules save as to the time limit. Shippers generally concede that rules are necessary; the carriers claim that the ten-day limitation is ample, the shippers and port interests assert they need fifteen days."

Continuing, Mr. Smith points out that the through export bill of lading under the rules proposed carries "no limitation of car detention at the port and makes no provision for the storage of the shipment if unduly held at the port." Thus he suggests that the suspended tariffs be canceled without prejudice to the filing of others requiring: (a) Confirmation of ocean booking (this they now have) prior to the issuance or exchange of through export bills of lading; (b) fifteen days' free time at the ports—after the expiration of these 15 days the lading will be subject to storage charges, named in the tariff, either in carrier equipment or elsewhere at carrier's option.

Los Angeles Commercial Zone

Motor vehicles operating between the harbor districts of Los Angeles, Calif., and Long Beach on the one hand and other points within the Los Angeles commercial zone on the other will lose their exemptions under the Motor Carrier Act's "municipal zone" provision under a recent decision of the Interstate Commerce Commission, Division 5. The commission fixed separate commercial zones for the harbor district

and for Los Angeles proper, invoking the act's provision which permits the regulatory body to remove the exemption to the extent necessary "to carry out the policy of Congress."

The commission decided to exercise its power in this connection after noting that At present there is no effective regulation by the Railroad Commission of California of the rates of motor carriers operating between the port and Los Angeles proper. That commission attempted to exercise jurisdiction over a carrier operating between these areas, but the carrier claimed that he was operating in interstate and foreign commerce exclusively and that the order of the commission directing him to cease and desist from operating was a direct burden on such commerce. The Supreme Court of California sustained his contention and annulled the commission's order. Transportation by motor vehicle in interstate and foreign commerce between the port and the main business and industrial sections of Los Angeles, not under a common control, management or arrangement for a continuous carriage or shipment to or from a point beyond, is now exempt from regulation by us under the provisions of section 203 (b) (8), except with respect to qualifications and maximum hours of service of employees, safety of operations, and standards of equipment. The motor carriers generally which perform this transportation ask us to exercise our authority to remove this exemption in order to prevent unfair and destructive competitive practices between the motor carriers which operate to and from the port, and to carry out in other respects the policy of Congress declared in section 202.'

French Plan Car Buying to Eliminate Wooden Equipment

An appreciable demand for new passenger-train cars by the French carriers is foreseen by staff men of the Bureau of Foreign & Domestic Commerce, United States Department of Commerce, in foreign trade news reports published weekly by the bureau. The prediction is based upon reports indicating that the French government, which, effective January 1, 1938, will assume control of the main-line carriers, is now demanding the complete elimination of wooden passenger cars. This

sentiment, the commerce report claims, has arisen through wide-spread publicity afforded the injuries sustained by passengers in accidents involving wooden equipment.

The French roads now operate fewer than 4,000 steel passenger cars. To equip express trains alone with steel rolling stock will require, therefore, the addition of 8,000 steel cars, and for all trains attaining speeds of more than 37 m.p.h. over 12,000 such cars will have to be purchased. The report further states that the French carriers are discussing the advisability of ordering 400 steel cars this year, which plan amounts virtually to combining the purchasing programs for 1937 and 1938, since the present annual passenger car purchasing program calls for only 281 units.

Big Girder Shipment Brings Problems

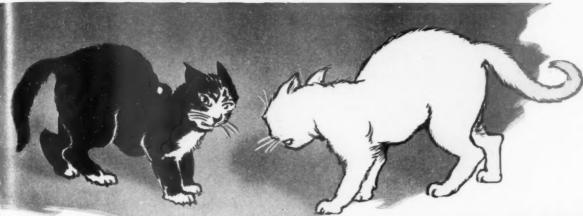
Special loading methods were called for in the shipment of eight large service bridge girders made at the Chicago works of Bethlehem Steel Company for the new Mississippi Dam at Le Claire, Iowa. The girders, which were 105 ft. 5 in. in length. approximately 38 tons apiece in weight, were shipped by rail to Davenport, Iowa, where they were loaded on barges and transferred to the dam site. Two girders were loaded side by side on three steel underframe flat cars, a 52-ft. flat car in the middle serving as an idler, with a wellhole flat car at each end. The latter were 45 ft. long and 10 ft. 2 in. wide, and had a well opening 25 ft. 2 in. long and 7 ft. 8 in. wide.

Clearance restrictions made it necessary to route the shipment via Belt Railway of Chicago to South Chicago; Chicago, Rock Island & Pacific to Clearing, Ill.; Belt Railway of Chicago and Chicago, Milwaukee, St. Paul & Pacific to Davenport. In order to clear a 15 degree curve on the Belt Railway of Chicago it was necessary to leave the gusset plates off the bottom flanges of the girders in the well of the flat car. Due to the nature of the load it was also decided to use heavier material than the minimum requirements for securing girders vertically on pivoted bolsters on flat cars as specified by the loading rules of the Association of American Railroads.



Photo by Bethlehem Steel Co.

Three Flat-Cars Were Used for Shipping These Bridge Girders; the Middle Car Is Dubbed an "Idler"



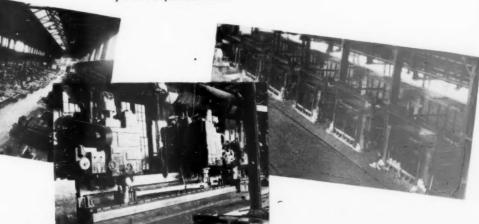
A DIFFERENT BREED OF CAT

OU cannot throw the manufacture of light-weight alloy steel forgings into the ordinary forge shop. They've got to be handled entirely differently. They're a different "breed of cats". A new manufacturing set-up is necessary—the purchase of a wide variety of particular equipment becomes imperative—the training of a special personnel essential.

Alco has this set-up, experienced and proved competent.

Why should a railroad make large capital expenditures to duplicate Alco's facilities, train a special personnel, and then work it only part time?

Alco is fully equipped in every respect to make prompt delivery, and economically as well as satisfactorily fulfill your requirements.



AMERICAN LOCOMOTIVE COMPANY
30 CHURCH STREET-NEW YORK-N-Y

Equipment and Supply Trade Supplies

Western Pacific to Spend \$5,100,000

The Western Pacific has been authorized by the United States District Court to spend approximately \$5,100,000 during 1938 on improvements to road and equipment and purchases of new freight cars. These expenditures comprise the third installment of a three-year program of rehabilitation and improvement which was begun in 1936 and which will aggregate more than \$16,-200,000. Major items in the 1938 program include the laying of 135 miles of new 100-1b. and 112-lb. rails and ballasting of 90 miles of main track, at a cost of \$2,300,-000; improvements to bridges, trestles and culverts and water supply, at a cost of \$215,000; miscellaneous buildings, yard tracks and other betterments, at a cost of \$600,000; heavy repairs and improvements to freight cars at the Sacramento general shops, at a cost of \$345,000; construction of new facilities and the purchase of new tools for these shops, to cost \$500,000; minor locomotive improvements and tools. to cost \$65,000; and the purchase of 400 new steel freight cars to cost \$1,100,000.

FREIGHT CARS

THE UNITED STATES NAVY DEPARTMENT, Bureau of Supplies and Accounts, Washington, D. C., is inquiring for one hopper car of 50 tons' capacity.

THE NORTHWESTERN REFRIGERATOR LINE COMPANY, Chicago, has ordered 250 re-frigerator cars from the American Car & Foundry Co.

IRON AND STEEL

THE CHICAGO & ILLINOIS MIDLAND has ordered 604 tons of rails.

THE LOUISVILLE & NASHVILLE has ordered 20,900 tons of rail from the Tennessee Coal, Iron & Railroad Company.

THE NASHVILLE, CHATTANOOGA & ST. Louis has ordered 4,890 tons of rail from the Tennessee Coal, Iron & Railroad Co.

NEW YORK CENTRAL.-A contract for 500 tons of steel for grade crossing elimination work at Belle Isle, N. Y., has been given to the American Bridge Company. The Walsh Construction Company, Syracuse, N. Y., has the general contract for this work.

SIR ALEXANDER GIBB, noted British railway and civil engineer, has recently been inducted president of the Institute of Transport, London, according to the Railway Gazette (London). Sir Alexander, who was born of a line of distinguished engineers, spent many of his 65 years in close association with the greatest British railway and bridge engineers, including H. M. Brunel, of Great Western Railway fame.

New Vice-Presidents of The Simmons-Boardman Publishing Corporation

Robert E. Thayer and H. A. Morrison of the Simmons-Boardman Publishing Corporation have been elected vice-presidents of the corporation. Mr. Thaver is New England manager of the Railway Age and business manager of the Railway Mechanical Engineer, with headquarters at New York, and Mr. Morrison is western manager of Railway Age and business manager of Railway Signaling at Chicago.

The Champion Brake Corporation, Chicago, has moved its sales offices to the McCormick building.

James H. Perkins, chairman of the board of directors of the National City Bank of New York, has been elected a director to fill a vacancy on the board of directors of the General Electric Com-

Stanley H. Smith, president of the Stanley H. Smith Company, Cleveland, Ohio, has been appointed manager of railway sales of the Philadelphia Steel & Wire Corporation, Philadelphia, Pa., manufacturers of spring washers, effective December 1. Mr. Smith's headquarters will continue as heretofore, in the Midland building, Cleveland, with offices also in New York and Chicago.

L. W. Wallace, director of engineering research of the Association of American Railroads, has resigned to become director of engineering and research of the Crane Company, Chicago, effective December 1. This newly created division of the Crane Company will comprise the existing divi-



L. W. Wallace

sion of research and development and the product engineering department and has been formed to co-ordinate all engineering activities and further progress in diversified fields. The importance and growth of this technical work, according to the Crane Company, has proven the advisability of maintaining a complete and well-staffed engineering division, free from all responsibilities except those relating to engineer-

ing, research, design and experimental work. Mr. Wallace will be directly responsible to the president and under his supervision the division will conduct the necessary research and engineering to develop present and new products. A sketch of Mr. Wallace's career appeared in the Railway Age of August 14, 1937, page 213.

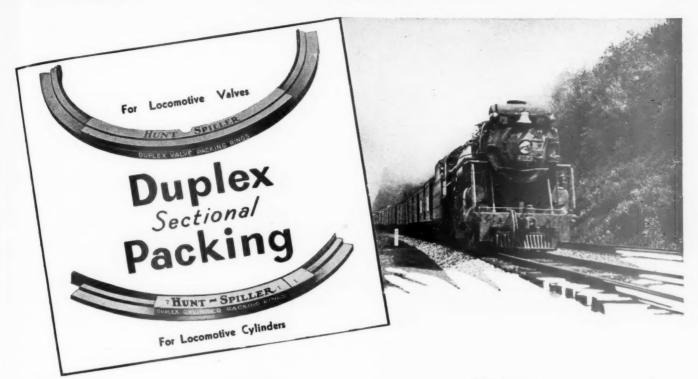
OBITUARIES

George Dayton Morgan, vice-president and former treasurer of the General Railway Signal Company, Rochester, N. Y., died on November 18, of a heart attack, at his Miami Beach home, Florida. Mr. Morgan was one of the organizers of this company, in 1904, and was instrumental in founding its principal predeces-



G. D. Morgan

sor, the Taylor Signal Company, Buffalo, He had been prominently and actively identified for more than 35 years in an executive capacity. Mr. Morgan was born on December 14, 1864, at Brockport, N. Y., and was educated in the State Normal school of his native town, subsequently attending the Trinity Military Institute at Tivoli, N. Y., and later the Greylock Institute, at South Williamstown, Mass. He entered the employ of his father's corporation, D. S. Morgan & Co., Brockport, which was engaged in the manufacture of agricultural implements, and later served as president of this company. Mr. Morgan was then, for some time, out of active business, to which he returned in 1900, when he organized the Taylor Signal Company at Buffalo. This company was the first in the field to introduce the all-electric interlocking system on railways, employed for the fast and safe operation of trains. In 1904, Mr. Morgan was actively associated with the merging of this corporation into the General Railway Signal Company as was also the Pneumatic Signal Company of Rochester, and later, in 1924, the General Railway Signal Company acquired the assets of the Federal Signal Company, Albany, N. Y. Mr. Morgan had served as vice-president and treasurer of the General Railway Signal Company since its formation until about three years ago since which time he was vice-president. He had also been identified as a director in numerous other institutions and was affiliaated with many societies and clubs.



Assures Maximum Efficiency

THE well balanced design of Duplex Sectional Packing combined with the superior qualities of HUNT-SPILLER Air Furnace GUN IRON provide a ring which offers maximum resistance to internal stresses and high superheat temperatures.

Leaks and blows which waste power and fuel cease to be a problem. The sections are held against the walls of the valves and cylinders by scientifically heat-treated springs insuring steam tight operation.

Duplex Packing not only assures maximum efficiency but it also has proven to be a big factor in the reduction of maintenance costs on many large roads. Are your locomotives equipped?

H S G

Reg. U. S. Trade Mark

Cylinder Bushings
Cylinder Packing Rings
Cylinder Piston Bull Rings
Valve Packing Rings
Valve Packing Rings
Valve Packing Rings
Valve Bull Rings
Valve Rings
Valve Rings

Parts Finished For
Application

Dunbar Sectional Type Packing
Duplex Sectional Type Packing
Cylinders and Valves

Gro Cylinders and Valves
Cylinder Snap Rings
Cylinder Snap Rings
Valve Rings All Shapes

HUNT-SPILLER MFG. CORPORATION
V.W. Ellet Pres. & Gen. Mgr. / L.J. Fuller Vice-President

Office & Works

383 Dorchester Ave.

Canadian Representative: Joseph Robb & Co., Ltd., 5575 Cote St. Paul Rd., Montreal, P.Q.

Export Agent for Latin America:

International Rwy. Supply Co., 30 Church Street, New York, N. Y.

HUNT SPILLER GUN IRON

Construction

ATCHISON, TOPEKA & SANTA FE.—The Interstate Commerce Commission, Division 4, has authorized (1) the Kansas City, Mexico & Orient of Texas and the Pecos & Northern Texas each to construct a portion of a connecting track between their lines of railroad at or near Sweetwater, Tex.; (2) the Panhandle & Santa Fe to acquire control by lease of the portion of the connecting track to be constructed and owned by the Kansas City, Mexico & Orient of Texas, and the Gulf, Colorado & Santa Fe to acquire control by lease of the portion thereof to be constructed and owned by the Pecos & Northern Texas and (3) the Panhandle & Santa Fe and the Gulf, Colorado & Santa Fe to extend operations over both portions of the connecting track; and permitting the Kansas City, Mexico & Orient of Texas to abandon a line of railroad in Nolan County, Tex., and the Panhandle & Santa Fe to abandon operation thereof.

CENTRAL OF NEW JERSEY.—The Interstate Commerce Commission, Division 4, has dismissed the application of this company to construct and operate a line extending from its Elizabethport & Perth Amboy branch, near Tremley station in a westerly direction to State Highway No. 25, opposite Pleasant St., 1.7 miles, and a line extending from this line in a northerly direction to the site of the proposed plant of the Mather Spring Company on the north side of Stiles St., 0.6 miles, all in the City of Linden, N. I.

COLORADO & SOUTHERN.—A general contract for the construction of a warehouse at Denver, Colo., has been awarded to William Tamminga, at a cost of \$127,000. This structure will consist of a one-story brick building with a concrete floor and will have a floor area of approximately 113,000 sq. ft.

Denver & Rio Grande Western.—A contract has been awarded to the Ogle Construction Company, Chicago, for the reconstruction in kind of a timber coaling station at Thistle, Utah, which was destroyed by fire on September 17, as reported in the Railway Age of October 9.

Kansas City Terminal.—Because they were considered too high, all bids submitted to this company recently for the work of replacing its bridge over the Big Blue river at Kansas City, Mo., were rejected, and further definite plans for carrying this project to completion have not yet been made. However, the company is proceeding with the construction of a temporary double-track trestle across the river, over which traffic can be routed when the work of replacing the existing structure is undertaken.

Mexico.—The Secretary of Communications and Public Works of the Federal Government has granted a concession to the Mercantile Industrial & Construction Company for the construction of a railway between Oaxaca, Oax., and Tuxtlas,

Chiapas, serving the Valley of Sintapala and La Farilesca.

Construction has recently been completed on a line extending from Ixcaquixtla, Pue., south to Petlalcingo, Pue., a distance of about 46 miles, and service over the line is soon to be inaugurated. This line, which was constructed at a cost of \$6,560,000, connects with the San Marcos branch of the Mexican Railway at Ixcaquixtla and forms part of a projected line (see the Railway Age of August 21, 1937, page 241) which will continue southward across the state of Oaxaca to an outlet on the Pacific coast at the Bay of Chacahua.

NORTHERN PACIFIC.—On November 4 this company awarded a contract to the Colonial Construction Company, Spokane, Wash., for the work of grading the site along Sprague avenue, Seattle, where a warehouse is to be erected for Sears Roebuck & Company. It is expected that work on the construction of the warehouse will start some time during December. The cost of the grading contract will amount to about \$52,000 and the building will cost approximately \$100,000.

WESTERN PACIFIC.—This company plans to ask for bids some time after January 1 for the work of constructing a new locomotive erecting and machine shop with two 125-ton locomotive lifting cranes and a new boiler plant at its general locomotive repair shops at Sacramento, Cal. This work will involve an expenditure of approximately \$360,000.

WEST VIRGINIA MIDLAND.—The Interstate Commerce Commission, Division 4, has dismissed without prejudice the application of this company for authority to construct a line of railroad in Webster and Braxton counties in West Virginia.

Financial

Baltimore & Ohio.—Acquisition & Lease.—The Interstate Commerce Commission, Division 4, has authorized the acquisition by the Joliet & Chicago of certain railroad properties in Illinois, and their lease to the Alton.

Baltimore & Ohio.—Securities.—The Interstate Commerce Commission, Division 4, has authorized this company to pledge and repledge to and including December 31, 1939, all or any part of \$5,000,000 of its refunding and general mortgage 6 per cent bonds, series C, as collateral security (a) for any short-term note, (b) in substitution for or in equalization of existing loans maturing within two years, and (c) for loans maturing more than two years from date.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC. — Abandonment. — Examiner J. S. Prichard of the Interstate Commerce Commission, in a proposed report to the commission, has recommended that it authorize the trustees to abandon a branch line extending northerly from Eldridge Junction, Iowa, to Long Grove, 3.1 miles.

ERIE.—Acquisition.—The Nypano Reilroad Company, a non-operating affiliate of this road, has applied to the Interstate Commerce Commission for authority to purchase a 4.82-mile line of the Youngstown & Austintown at Youngstown, Onio,

LEHIGH VALLEY.—Notes of Lehigh Valley Coal Company.—This road has applied to the Interstate Commerce Commission for authority to guarantee \$4,647,000 of the Lehigh Valley Coal Company's secured 6 per cent notes, maturing January 1, 1938—"as and when extended to January 1, 1943."

LOUISIANA & ARKANSAS.—Joint Operation.—This company and the trustee of the St. Louis Southwestern have applied to the Interstate Commerce Commission for authority to extend the operations of each of them over the tracks of the other in Shreveport, La.

Bonds.—This company has applied to the Interstate Commerce Commission for authority to issue \$850,000 of first mortgage five per cent bonds, Series C.

MINNEAPOLIS & St. Louis.—Dismemberment.—The Associated Railways Company has filed with the Interstate Commerce Commission a motion requesting permission to submit additional data for the record in the M. & St. L. dismemberment The data would include copies of case. monthly reports of the M. & St. L. up to the final disposition of the case; and a statement "which the applicant will endeavor to get" from the co-receivers on the latters' action in connection with recent advances in railway wages. The applicant is "reliably informed" that co-receivers have not granted these wage increases.

NEW YORK, NEW HAVEN & HARTFORD.—Abandonment.—Examiner Jerome K. Lyle of the Interstate Commerce Commission, in a proposed report to the commission has recommended that it authorize the trustees of the Hartford & Connecticut Western to abandon the line extending from Winsted, Conn., to East Canaan, 15.1 miles. The commission has also authorized the trustees of the New Haven to abandon operation on that part of the line extending from East Canaan, Conn., to Winsted, 8.1 miles; the operation on the balance of the line having ceased in 1932 by order of the commission.

NORFOLK & WESTERN.—Extra Dividend.
—Directors of this company have declared an extra dividend of \$6 on its common stock, bringing total 1937 payments to \$16 a share as compared with \$15 last year.

PITTSBURGH & WEST VIRGINIA.—Extension of R.F.C. Loan.—This company has applied to the Interstate Commerce Commission for approval of a three year extension of Reconstruction Finance Corporation loans totaling \$3,725,207 which will mature on December 31. The company has also applied to the R.F.C. for the extension.

SOUTHERN PACIFIC.—Assumption of Liability.—The Interstate Commerce Commission, Division 4, has authorized this company to assume liability for the payment of \$1,221,102 with interest, being the



"TEN TONS ON A 'MURDER RUN' ... SURE, THAT'S TOUGH ON TIRES, BUT— I HAUL FREIGHT ON CITY STREETS"

MAKE NO mistake about this: Most trucking operations have no need for a super-tire such as the new Goodyear YKL.

But every truck owner wants the greatest mileage per dollar that he can get from his tires.

That's why the records now being established by the Goodyear YKL on "murder runs" are important to owners of all kinds of trucks in all kinds of service.

The same Goodyear engineers who developed the YKL for the "murder runs" have produced many other types of truck tires, each one for a specific type of work.

Probably the tire for you is the Goodyear All-Weather Balloon—a tire as perfectly suited to your

work as the YKL is to the "murder runs".

The All-Weather Balloon has the All-Weather Tread for greater traction and non-skid protection; Supertwist Cord in every ply for longer, trouble-free service; and many other features which combine to give you tire economy such as you have never before experienced.

Because Goodyear builds a tire specifically fitted for your use, another for the "murder runs" and still others for every type of specialized service, you display good buying judgment when you heed this advice:

Put Goodyears—the right Goodyears—on any job and watch your mileage jump!

CAUTION! The new Goodyear YKL is recommended only for the most destructive type of service—for the "murder runs" over long distances at sustained high speeds. In ordinary trucking, its extraordinary capacities cannot be fully utilized—and, frankly, its higher price cannot be justified.

alloon has the regreater trac-

GOOD YEAR R-I

FOR TRUCKS

RISING truck tire prices took a knockout blow when Goodyear announced the sensational new Goodyear R-1 a few weeks ago.

This big, husky, long-wearing tire sets a new high in value for tires at anything like its amazing prices.

If low initial cost is important—and you want quality at low cost—this may be just the tire you're looking for.

Your Goodyear Dealer has the new R-1 in the size you want at a price you'll be glad to pay. Stop in and examine this great new tire today!

GOOD/YEAR BATTERY

THE GOODYEAR TIRE & RUBBER COMPANY, INC.
AKRON, OHIO



SA /E MONEY WITH GOODYEAR BATTERIES. RIMS. FAN BELTS AND RADIATOR HOSE

unpaid portion of the principal of a promissory note date April 1, 1936, of the Los Angeles Union Terminal to the Wells Fargo Bank & Union Trust Company.

TENNESSEE, ALABAMA & GEORGIA.-Acquisition.-This company, a Delaware corporation, has applied to the Interstate Commerce Commission for authority to acquire the ownership, control and operation of the railroad, property and assets of the Tennessee, Alabama & Georgia, a Georgia corporation.

TENNESSEE & NORTH CAROLINA.-Abandonment.-The Interstate Commerce Commission, Division 4, has authorized this company to abandon its Newport division, extending from Newport Junction, Tenn., to Crestmont, N. C., 21 miles.

TRANSPORTATION.—Notes.—The Interstate Commerce Commission, Division 4, has authorized this company to issue \$34,500 of first mortgage notes, to be delivered upon surrender for cancellation of a like amount of outstanding notes issued without the authorization of the commission, to holders thereof.

WISCONSIN & MICHIGAN. — Abandon-ment.—Examiner W. J. Schutrumpf of the Interstate Commerce Commission, in a proposed report to the commission, has recommended that it authorize the abandonment by this company of its line extending from Bagley Junction, Wis., to Iron Mountain, Mich., 62 miles, its branch line extending from Aragon Junction, Mich., to Norway, 5.5 miles, and its terminal properties at Menominee, Mich. The Examiner would also have the commission authorize the company to abandon operation under trackage rights over the line of the Chicago, Milwaukee, St. Paul & Pacific between Bagley Junction, Wis., and Menominee, Mich., 8.5 miles.

Average Prices of Stocks and Bonds

Assessed asian of 20	Nov. 23	Last week	Last
Average price of 20 representative railway stocks.	30.30	33.64	55.84
Average price of 20 representative railway bonds		68.24	82.83

Dividends Declared

Atlanta, Birmingham & Coast.—5 Per Cent Preferred, \$2.50, semi-annually, payable January 1 to holders of record December 13.
Atlantic Coast Line.—\$1.50, payable December 23- to holders of record November 29.
Chesapeake & Ohio.—Common, 75c, quarterly, payable January 1 to holders of record December 8; Extra, \$1.00, payable December 24 to holders of record November 24; Preferred, \$1.00, quarterly, payable January 1 to holders of record December 8.
Chestnut Hill.—75c, quarterly, payable December 4 to holders of record November 20.
Cincinnati, New Orleans & Texas Pacific.—Common, \$5.00, semi-annually; Common Extra, \$22.50, both payable December 23 to holders of record December 3.
Delaware & Bound Brook.—\$2.00, quarterly, payable November 20 to holders of record November 16.

Delaware & Bound Brook. As a State of Percent November 16.

Illinois Central.—Leased Lines.—\$2.00, payable January 3, to holders of record December 11.

Kansas, Oklahoma & Gulf.—6 Per Cent Series A Cumulative Preferred, \$3.00; 6 Per Cent Series B Non-cumulative Preferred, \$3.00; 6 Per Cent Series C Non-cumulative Preferred, all payable December 1 to holders of record November 23.

able December 1 to noiders of record November 23.

Louisville & Nashville.—Extra, \$1.00, payable December 23 to holders of record November 29.

Mobile & Birmingham.—4 Per Cent Preferred, \$2.00, semi-annually, payable January 3 to holders of record December 1.

Rutland & Western.—\$1.50, payable November 15 to holders of record November 1.

Railway **Officers**

FINANCIAL, LEGAL AND ACCOUNTING

C. J. Gillespie has been appointed acting auditor of the Grand Trunk Western, succeeding P. Heitman, deceased.

Daniel Willard, Jr., assistant to general counsel of the Baltimore & Ohio, with headquarters at Baltimore, Md., has been appointed assistant general counsel.

R. Marsden Smith, general attorney of the Baltimore & Ohio, has been appointed general solicitor, with headquarters as before at Baltimore, Md., succeeding the late H. R. Preston.

G. C. Reveille, auditor receipts of the Norfolk Southern, with headquarters at Norfolk, Va., has been promoted to auditor of disbursements. J. M. White, freight claim agent at Norfolk, has been promoted to auditor of revenues, and until further notice will retain jurisdiction over freight loss and damage, overcharge, undercharge and relief claims, with F. S. Cowan in charge. B. D. Freeman has been appointed statistician. All the above report to J. W. Roberts, chief accounting officer.

F. E. Gregg, auditor miscellaneous accounts, Central of New Jersey, has been appointed assistant comptroller, succeeding J. E. Brokaw, assistant to comptroller, who retired on October 15, after 50 years service. P. M. Kelly has been appointed auditor of disbursements, succeeding T. C. Fisher, deceased. W. H. Carpenter has been appointed assistant auditor of dis-bursements. J. C. Hahn has been appointed auditor miscellaneous accounts, succeeding Mr. Gregg. F. W. Suhl, acting auditor, passenger traffic, has been appointed auditor passenger traffic.

OPERATING

H. F. Kaho has been appointed trainmaster-agent on the Missouri Pacific, with headquarters at Omaha, Neb., to succeed E. B. McNeill, agent, who has been appointed agent-yardmaster at Sedalia, Mo., where he replaces D. H. Robinson, assistant superintendent-agent, who has retired.

H. B. Stetson, passenger trainmaster of the Middle division of the Pennsylvania at Altoona, Pa., has been appointed passenger trainmaster of the Baltimore division, with headquarters at Baltimore, Md. C. Crawford, acting passenger trainmaster of the Baltimore division at Baltimore, has been appointed passenger trainmaster of the Middle division at Altoona.

W. C. Beck, superintendent of the Trenton division of the Canadian Pacific. with headquarters at Toronto, Ont., has been transferred in the same capacity to Smith's Falls, Ont., effective December 1, to succeed Andrew Williams, who will retire under the pension regulations

on that date, after more than 48 years of service. D. S. Thomson, assistant superintendent of the Bruce division, with headquarters at Toronto, has been appointed superintendent of the Trenton division. J. R. Kimpton, chief clerk, department of personnel, at Montreal, succeeds Mr. Thomson as assistant superintendent of the Bruce division.

Mr. Williams joined the Canadian .Pacific in November, 1889, as operator in the New Brunswick district. He became superintendent at Woodstock, N. B., in 1914, and acted as superintendent at different points in New Brunswick and Ontario, going to Smith's Falls in 1930.

George Washington Adams, whose appointment as general manager of the Southern at Charlotte, N. C., was noted in the Railway Age of October 30, was born on January 4, 1883, at Juliette, Ga. He entered railroad service in August, 1900, with the Southern, serving as agent-operator until 1902. He then became telegrapher at Macon, Ga., and from 1903 to 1918 was dispatcher and chief dispatcher. From 1918 to 1929 Mr. Adams was trainmaster, Birmingham-Atlanta and from 1929 to April 1, 1930, supervisor at Selma, Ala. On the latter date he went to Atlanta, Ga., in the same capacity, becoming assistant superintendent there on October 1, 1931. He served in the latter capacity until February 10, 1934, when he became superintendent at Macon, and, on October 1, 1934, was transferred in the same capacity to Louisville, Ky. His appointment as general manager became effective on October 22.

TRAFFIC

Glenn Eddie, division passenger agent for the Atchison, Topeka & Santa Fe, with headquarters at Oklahoma City, Okla., has been promoted to general passenger agent, with headquarters at Topeka, Kan., effective December 1, to succeed E. J. Shakesshaft, who is retiring at his own request, after 50 years service with the Santa Fe.

MECHANICAL

Thomas H. Duffy has been appointed assistant fuel service engineer of the Chesapeake & Ohio, with headquarters at Richmond, Va.

OBITUARIES

John F. Pewters, western traffic manager of the Great Northern, with headquarters at Seattle. Wash., died on November 17 at Seattle after a brief illness.

Alexander F. Stewart, who retired in 1932 as chief engineer of the Atlantic region of the Canadian National, died at Halifax, N. S., on October 30.

Guy Hopkins, who resigned in 1916 as vice-president and general superintendent of the Louisiana Western and Morgan's Louisiana & Texas (both now parts of the Southern Pacific Lines), died at his home at New Orleans, La., on November 17 at the age of 62 years.